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THE

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No. 15,173 财三十七百一千五萬一第 日三十月十年二十三緒光 HONGKONG, WEDNESDAY, NOVEMBER 28TB, 1906. 三奔廳 财八十二月一十年六零百九千一英港灣 Price, \$3 PEB MONTH.

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WATSON

LIMITED.

PRICES.

The beg to invite your attention to our Price List which is now being sent out Please apply for a copy if you have not which take Effect as FROM THE 15TH INSTANT WILL BE FOUND TO COMPARE FAVOURABLY WITH THOSE OF OTHER STORES IN THE COLONY WHETHER EUROPEAN OR CHINESE,

We have also just issued separately a New Wine List with Prices based on rate of Exchange now ruling. Reference to which will show that substantial Reductions have been made.

ALL PRICES ARE NOW STRICTLY NET.

## A.S. WATSON & CO.. LIMITED.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Rongkong, 28th November, 1906.

NOTICE TO CORRESPONDENTS. Only communications relating to the news column | simplicity and meekness, do they not set up | dock for about six weeks. hould be addressed to Tun EDITOR. Correspondents must forward their names and addresses with communications addressed to the Aditor, not for publication but as evidence of good faith. All letters for publication should be written on

reside of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. th ders for extra conies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash Pelegraphic Address: PREBR. Codes: A.B.C. with Ed

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BIRTHS. On November 23rd, to Mr. and Mrs. F. M. Hrooks, Shanghai, a son. On November 23rd, at Shanghai, to CHARLES and Edna Rievelsy, a son.

On October 20th, at Exmouth, Devon, Thomas Arnold, aged 63 years. On November 22nd, at Shanghai, Ensest white workmen. Then the standard of MORTIMER THOMAS. On November 23rd, at Shanghai, John L Arnorx, St. Georges.

Hengkong Office: 10a. Des Vœux Road O LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkono, November 28th, 1906

THE adage that every quarrel has two sides to it is inadequate, especially as it is often adapted to questions under debate, as well find a submerged tenth living practically on dehating sense, it would be better to remember it as meaning that every subject of debate has as many facets as a diamond; simple essentials are concerned, but with the supergrogatory embarassment of a false it may be that it has more. We have been standard of living, one that cannot be lived struck by an article in the Manila Cableneus up to. Yet we continue to send emissaries dealing with European and American objections to Chinese coolie labour, which Oriental coolie, and our own state is so article goes deeper than the average purlous that when he talks of stepping in | American writer in the neighbouring islands usually seems to venture. Yet we want to to see how we do it, we have to bar him out. suggest, with all possible respect for our contemporary's analytical effort, that the muddle we have made of our reform work. subject of Chinese exclusion has still deeper We have come to regard the word depths it might have plumbed; or, returning to our opening platitude, that there are other facets deserving study. Nother Mesopotamia", but we are not educating preliminarily that the prejudice against the masses to be happy. As a recent wit has fit, we look to education to enable us to Chinese cheap labour is not confined to beat Germany in business. It has led us American workmen, but that in Australia so far away from our nominal ideal, our South Africa, and in England itself the pseudo-standard of living, that we have attitude towards it is much the same, our recently been trying to divorce our schools contemporary thinks to lay bare the real from our ethics. But both America and significance of all exclusion laws and ordinances by postulating that Western labourer is fighting to maintain

his standard of living, his type of civilization | missionary teachers flows on to China. The against the standards of the Orient and the | coolie missionary who would come to them Asiatic manner of living". Here seems a to live it, as well as teach it, has to be sufficient text on which to issue the invita- driven off. There is an International tion, "Come, let us reason together", but | Society for the Protection of Workmen, we may as well quote the rest of the which wants, interalia, to abolish the use rassage.

"In order to compute with the coolie in the matches. Both Great Britain and Sweden, open market the Western labourer must be able to subsist on the same cheap food and live in the same human warrens that suffice for the Oriental. To compete on these conditions, means the surrender of the Western manner of living and all that is most highly entermed in Western civilization. So that the real struggle is broader than even national policies and economic conveniences. It is as deep as civilization itself, It is the young against the old, the West against the East, the modern against the ancient The struggle is inevitable, inexerable and will be without quarter. All the pres nt exclusive which are not always in accordance with those acts are more makeshifts and only postpone for | of the workers." a (ime the greatest crisis,"

Our contemporary goes on, retaining its not absolutely impregnable premiss that The standards and ideals of the twain are so far a under, to argue that the West must not only conserve its own standards. already received one. The Reduced Prices (as the Chinese wish to do) but that in militant, missionary ways it is its day to forst them on the East. Before its eyes it sees death rates and birth rates, commercial prosperity and, luxury, as objectives in themselves, rather than as concomitants of a goal. The immediate question is whether good social shooting requires constant aiming at the "bull", or whether these other sections of the target will sufficient when the scoring comes to had reckoned. It is here, of course, that the sparkle of many facets should at ract attention. There is even some vagueness as to the precise locality of the bull; or to suggest a quotation with which all Americans are familiar, there is an evident uncertainty which star we must hitch our waggon to, one comparatively, low down and accessible, or the one highest in the zenith. Even those ideals or standards of living referred to by our contemporary are less immutably defined than it appears to assume. What is the standard of the American or British labourer, especially of those labourers who subscribe to send missionaries to induce the Orient to change its standards? Have they not more than one? When they stuly and

they forget that simplicity and contentment

are inevitable commonplaces for the masses

to exclude those who would come amongst

them as living and practising exponents of

another standard, vastly different and more

sincerely striven for, than the nominal one

standard is essentially something unique.

No man can live up to two standards; none

can cut his one coat by two patterns. Yet

attempting. With the formula of one

standard in mind, simplicity, contentment,

happiness, they invide China with their

programme of education, having first, it

'extras." We know too well that it is so.

etariat requires that the appearance of

plutocratic refinement must be maintained.

volves sweating, and so at the last, after all

the same bare level as the coolie, so far as

to preach the blessings of civilization to the

It is impossible in a few words to demon-

strate the hideous tangle we are in, the

"Tedpication" as blessed, like the word

which inspires their proselytizing zeal?

of their inalienable privilege. Here we stop, having suggested the possibility of the many other facets of this Chinese coolie question. That is all we set out to do. We have no advice to offer, We leave to our contemporary or to others, admire the Simple Life of THOREAU and of after reminding them of the complications, pure Christianity, and elect to send misthe task of unravelment. Figuries to educate the Chinese or Japanese,

another contemporary, lucidly romarks:

"Unfortunately in this case the general

interest of the state does not entirely coincide

with that of the individual-the workmin; and

in this conflict, as generally happens, the weakest

goes to the wall. The workin in will for the

time being still be sacrificed to the state as

representing the interests of national industry

Andric goes on to say, attracted as usual

by the Mesopotamian fascination of a thrice

will it be able to participate directly in the

government of the state and enforce the

So the civilized standard of living requires

"the general interest of the state",

popular education, and even at the sacrifice

including the match trade, we must go on

giving it, free. Free! The blessing is

compulsory-and we are intent on compel-

ling the coolies of other lands to swallow

it tool. The Chinese and Japanese make

matches, of a sort, without killing their

proletariat with white phosphorus or

Chicago cannel chow, and we read that a

match combine is being arranged to compete

with them. The missionaries claim as one

of their merits that they help to push

foreign trade. No doubt they will help to

push this. Then, when the coolie match-

they make matches with white phosphorus.

Happily they won't let him in. He would

live -- and die making matches far too

cheaply and so cheat his teachers' nationals

consideration of its interests in untional

blessed word:

agreements.

Wing wharf, has been raised and towel they would instruct. When they pass laws Yanmati.

> The bull of the Houngshan has been so hadly injured that she is not expected to leave the

Mr. Pullman, President of the Sleeping Car Company, is being prosecuted on charges of A having given passes to officials as bribes Yesterday we were surprised to receive another

plague report. It was the 892nd case for the Bason, and it was discovered at Sha po, Kowloon that is what christendom seems to be City. Mr. R. E. Belilios, barrister, has been asked

to stand as Conservative candidate for the Walworth division. He filled to get the seat for West Newington.

must be admitted, tasted their own There will be a salute of 21 gaus at 12. me licine. Our contemporary admits that ! Noon on Saturday, the 1st prox., in honour of the coolie's tastes are too simple, his food the anniversary of the birthday of Her Majesty too chean, to admit him to compete with, Queen Alexandra.

living of the white workman cannot be that believed in financial circles there that Count under which he sends forth missionaries to Witte during his European tour negotiated the heathen. It must be one involving for a loan of \$50.000,000 on the security of the national railways. The European education of the masses has

In order to meet the continued demand for run to imitation luxuries, to artificial needs, the Daily Press Illustrated Typhoon Pamphlet, such as cheap blouses and tinned pineapple. another Edition has been printed and copies are The standard of living of the civilized pronow obtainable from the Daity Press Office or "from the local booksellers,

The third and last practice dance for St. This involves cheapness, which in turn in-Andrew's Ball took place yesterday and was again largely attended. The reels and strathas to dispute. For general use in the our wellmeant efforts to lift the masses, we spey went with a better swing than before, and there is little doubt that the ball on Friday night will be as brilliant and as successful as its predecessors.

> The N.-C. Daily News says: Mr. H. I. Harding of the Consular Service has been transferred from Shanghai to Canton. His departure will be a loss to Shaughai where he has many friends. These, however, will congratulate him on his promotion and will follow his career in the Service with keen interest.

Work in connection with the salving of the French destroyer Fronde is proceeding satisfactorily. All visible apertures in the hull are said to have been tightened, and small cofferdams built round the hatches through which pipes will be conveyed for the purpose of pumping water out of her.

A meeting of His Majesty's Justices of the Peace was held at the Magistracy yesterday afternoon to consider applications from: Samuel Jones for a publican's licence to retail intoxicating liquors at the Praya East Hetel. and from P. Wissing for the German Tavern. Mr. F. A. Hazeland presided, the other Justices present being Mr. C. D. Melbourne, Hon. Captain F. J. Badeley and Mr. R. H. A. Craig. As no objection was raised to either application, both were granted.

The s.s. Eastern arrived in port from Kobe TELEGRAMS. last night with eleven through passengers.

The return of visitors to the City Hall Library and Museum for the week ending the 25th November, 1906, shows that of non-Chinesa there were 300 to the Library and 183 to the Museum; and of Chiuese 140 to the former of white phosphorus in the manufacture of and 2,825 to the latter. The Library was therefore, used by 440 persons and the Massum represented at the conference, declined to by 3,008. bind themselves to forbid it, whereupon

There was a large native attendance at the London Missionary Society Chapel, Hollywood Road, last night, to hear Mr. J. G. Alexander, hon, secretary of the Society for the Suppression of the Opium Trade, discourse on the evils of that trade. The speaker toll of the finding of the Indian Commission; of the unfavourable impression it produced on people at home, and how missionaries were always foremost in proclaiming the greatness of the evil. Then he spoke of a series of events, which he contended, pointed to the abolition of the traffic, and conchiled by exhorting his hearers to use their "Not until the prolatarict is better educated best endeavours to sup result,

TWO TYPHOON HEROES.

We understand that efforts are being made to secure public recognition of the gallantry and heroism displayed by Mr. E. H. Graing r chief officer of the Heungshau, and Mr. Alex Harvey, second engineer, when that vessel stranded during the disastrons typhoon. The former volunteered to go ashere with a line which he succeeded in doing, although much bruised by being buffetted and knocked by the heavy seas against the rocks. Dis noble example was followed by Mr. Harrey, and between them they secured the ropes by which the passengers were taken off the steamer. As many were washed from the copes both men of drowning.

DEATH OF MR. THOMAS ARNOLD,

We deeply regret to Learn, that news reached maker's occupation's gone, he will want to the Colony by yesterday's mail of the death of emigrate, and may be go to work where Mr. Thomas Arneld, who for over twenty-two years ably filled the position of Secretary of the Hongkong, Cauton and Mucao Steamboat with the firm of Augustine Heard & Co., (now defunct) and later established himself in the Colony as a public accountant and even during his long connection with the Steamboat Company Mr. Arnold's name figured on the yearly | are Well balance sheets of several local companies as an auditor. He was widely respected in the Colony, and when a year ago failing health obliged him to resign the Secretaryship of the Steamboat C mpmy and leave the East, the Company marked their appreciation of his long. and faithful service by granting him a year's The San Cheang, sunk alongside the Loung pay as retiring allowance. Mr. Arnold had resided in the Colony since 1872. He died at Exmouth on October 20th, his age being till.

> POLICE COURT. Tuesday, November 27th,

BEFORE MR. F. A. HAZELAND (FIRST)

TYPHOON EXPENSES.

The Harbour Muster proceeded against the Tangier. owner of the steam launch Yul Sum to recover the sum of \$1,250, being expenses incurred in raising the lunch which was sunk in the waters of the Colony by the typhoon.

Mr. G. E. Morrell (of the Crown Solicitor's office) appeared to prosecute; but, as defendant did not appear, the case was remanded till Friday,

STRAYING CATTLE. Another fine was added to the long list

recorded against Peer Bux, the Kowloon herdsman, who apparently keeps an unruly mob of cattle. For allowing them to stray It is reported from St. Petersburg that it is on the public roads of the Peninsula he was mulcied in the sum of \$15. A "SLAVE" FROM SOUTH AFRICA.

A coolie recently returned from South Africa went into an eating house at Queen's Road West on Monday night, had a meal, and tried to evade paying for it. He was handed over the police, and Inspector Collett charged him with obtaining a meal by fraud. Defendant told his Worship he refused

to pay because he had eaten only 3) cents' worth, and they wanted to charge him 75 cents The Magistrate sent him to jail for three

SHIPWRECKED HONGKONG EXILE. Wong Piu appeared to answer a charge of returning from banishment. He said he was wrecked in the typhoon, picked up by a passing junk and brought on to Hongkong. He knew he should not be here; but, as he was, he decided

to stay un'il he could earn enough money to leave the Colony. His Worship committed him to prison for twelve months, and ordered him to be exposed in the stocks for four hours.

THE KOWLOON MURDER. The trial of Wong Kin for the murder of Au Yung chung in a pork butcher's shop at Elgin Road, Kowloon, was concluded. After hearing further evidence his Worship

Sessions. BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

committed the defendant for trial at the Criminal

REFUSING TO PAY HIRE. An Arabian quartermaster was charged for the way of the most and gentlest of such refusing to pay ricsha hire, and for being in unlawful possession of an arm.

hour, without paying for it. When he was arrested, a sheath knife was found on his person. His Worship imposed a fine of \$10, and ordered him to pay the coolie 50 cents' compensation.

["DAILY PRESS" EXCLUSIVE SERVICE.] STOKERS' MUTANY AT PORTSMOUTH

LONDON, November 27th. Moody, the instigator of the Portsmouth mutiny of stokers, has been sentenced by Court Martial to five years' penal servitude.

A DUCAL PRESENT.

Loxbon, November 27th. The Duke of Fife has presented Duff House with 140 acres of land to Banff,

THE SHANGHAL DOCKS.

SHANGHAI, November 27th. At a confirmatory meeting of the Shanghai Dock and Engineering Co., Ld., held to-day, lengthy speeches were lelivered by Messrs, Nielsen, Gilbert, were partners. Reid and Keswick opposing the scheme (to dispose of part of the Company's property for the purposes were busy in the water rescuing those in danger | of a Wharf and Godown Co. | which was carried on a poll of 23,235 against 2,723 votes.

EXPEDITION IN BORNEO.

SANDAKAN, Nov. 27th.

Company, L'mited. Mr. Arnold was previously | The Tenom; Tawao, Expedition has | arrived here safely.

All the European members of it

RECTER'S SERVICE.

THE MOROCCO TROUBLE.

LONDON, November 25th. A Division of the French Mediterranear equadron is provisioning at Toulou i readiness for emergencies in Morocco.

LATER. France and Spain have arrived at an agreement, not yet finally ratified, for remedying the present insecurity in Tangier, by which 1,200 men of each nationality will be landed. In any case the French and Spanish naval divisions will remain off

ARREST OF SAN FRANCISCO MAYOR.

LONDON, November 25th. Mr. Schmitz, the Mayor of San Francisco has been arrested in New York, on his arrival from Europe, on charges of extortion [ misappropriation ? ] A correspondent describes the city as rotten with corruption and vice, and full of thieves and murderers. The municipal officials, who are all Labourites are spending money like water.

The secret of prolonged youth is said to be the possession of an optimistic temperament. Better no temperament at all. To a very great extent success or failure in life seems largely to depend on getting a reputation for being able to do things.

Worldly joy is a sunflower, which shuts when the gleam of prosperity is over; spiritual joy is an evergreen-an unfading plant. But it has its prickles.

The most refreshing person that it is possibly to meet is the man or woman who has a theore of life, who knows what he or she desires, and regulates life accordingly.

The English are divided into three classes: there are the aspiring and the perspiring; the middle-class is composed of those who both aspire and perspire. It is a peculiarity of our fellow-countrymen and women that they have the greatest contempt for all who perspireexcept for pleasure. The trouble with a lot of man in the world is

that they spend so much time handing out promises to people that they haven't got time to make any of them good. To make go d whenever you can and not promise more than you can really do, will give you a reputation that you cannot buy with money.

love something; what that something is is not essential. She may lavish her affections on husband, children, parents, pet dogs, anything at all, but she must have some thing, or some one that she loves and cherishes more than all the world besides. Occasionally it may be herself am certain that, in living close to the

fields, we are cl so to the source of true and great poetry, where each of us, at times, hears, lines that Burns and Wordsworth left unmeasured—lines that are only waiting to be lived into song. The nature lover who lives with his fiel is and skies simply puts himself in inspirations,

is so diagreeable, as the moral stocktaking Defendant retained a ricsha for nearly an which a vacation makes inevitable. How is he getting on in the world, morally, physically, pecuniarily, and socially? Is he going forward, on the 26th Nov. at 1 p.m., and may be expected or backward, or standing still? These are here on the 1st Dec. denced awkward, importinent questions, which

SUPREME COURT.

Tuesday, November 27th.

IN SUMMARY JURINDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE). ALLEGED FALSE IMPRISONMENT.

Cheang Lai suad Cheong Tsui to recover \$1,000 for false imprisonment of the plaintiff. Mr. E. P. H. Lang (of Messrs, Deacon,

Looker and Deacon) represented the plaintiff, and Mr. C. F. Dixon (of Mr. John Hastings' office) the defendant. Mr. Dixon-I have first, my Lord, a technical objection to take to my friend's cause of action. I submit he has misconceived his remady in bringing

any right of action at all it should have been for malicious prosecution. Mr. Dixon thon cited authorities. His Lordship-Malicious prosecution is far harder to prove, as it is necessary to prove

this action for false imprisonment. If he has

Mr. Diron-But the action must be for malicious prosecution, not for false imprisonment.

His Lordship-Was an information sworn before the magistrate?

Mr. Dixon-I believe so, my Lord. 'His Lordship-It does not say so hero, and I directed that the statement of claim should be amended. With regard to the statement of partuership, you yourself at that time said you

Mr. Dixon-No; I said I was prepared, if you intended taking the action on that date, to admit that we were partners.

His Lordship-You had to, unless you didn't want to get into serious trouble. The plaintiff in this case admitted he was a partner? Mr. Dixon-Yes.

His Lordship-Before the defendant admitted it : now he deales it.

Mr. Dixon-I and esteed there was never any admission by me, or any one on his behalf, that he was a partner;

His Lordship-He never appeared. Mr. Dixon-No.

His Lordship -Well, he had better be careful what he says to-day.

Mr. Dix in -As I said to your Lordship before, in this business there are certain branches in which they are, and others in which they are not partners; and, in the cirtain charge with respect to embezziement, they were not partners.

His Lordship-In o iginal action 196, on an amended writ, judgment was given against two of them.

Mr. Dixon-My client tells me there was no partnership between himself and the plaintiff with regard to the monies which are the subject matter of this charge of embezzlement.

His Lordship - If you had told me that before I shouldn't have called for an amendment, Mr. Dixon-I suggested it before.

His Lordship-Perhaps you will say he is not a defendant next?

Mr. Dixon-Apart from that question will you consider the case? His Lordship-I will consider it and reserve

Mr. Lang submitted he had nothing to prove, but on his Lordship's suggestion read the statements of claim and defence, the latter denying that plaintiff and defendant were partners in the action.

His Lordship-You've got to prove that, You had better put your client in the box. Mr. Lang-He's not here.

His Lordship-Well, that being the case I'll give you Thursday morning.

Mr. Dixon-I should like to raise another point: that is, with reference to my friend having failed to give notice in writing of this intended action for false imprisonment

His Lordship-I'll consider that point too. You (Mr. Lang) might consider these points, and you must have your client here on Thursday as there are three things you've got to prove or else you don't get your case.

PARLIAMENTARY NEWS BY MAIL.

RUSSIA AND THE ALING ISLANDS. In the House of Commons on October 25th; Mr. Ashley asked the secretary for Foreign Affairs whether Russian troops were still in eccupation of the Alaud Islands. Sir E. Grey: The latest information is to

the effect that the Russian Troops sent to the Aland Islands have been withdrawn with the exception of two officers and fifteen men. CHINESE MARITIME CUSTOMS.

Mr. H. H. Marks asked whether the conditions under which the administration of the Imperial Chinese Maritime Customs were granted by China during the currency of the Chinese loans of 1896 and 1898 were being duly observed Sir E. Grey: When the leans of 1896 and

1898 were raised, the Chinese Government undertook that the Administration of the Maritime Customs should remain as then con-In every woman there is an inherent desire to stituted during the currency of the loans. By the Imperial Edict of May 9th last, the Customs Administration was transferred from one Chinese Government Department to another but this does not necessarily imply more than a change of form, and it has not so far made any difference to the Administration of the Customs Service by Sir R. Hart.

## LATEST STEAMER MOVEMENTS.

The T.K.K. str. Hongkong Maru will sail from Yokohama on the 30th Nov., and is due to It is not the mere setting to work again that arrive at this port Dec. 9th; The P.M. str. Siberia sailing from this port

Oct. 30th, arrived at San Francisco, Nov. 26th. The H.A.L. str. Hohenstaufen left Siggapore

The Shire Line str. Montgomerushire left no one has a right to ask a man except Singapore on the 22nd inst., and is due here on or about the 29th inst.

Britain still believe in simplicity and contentment-for others, and the stream of

#### HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on November 27th at the Board Room. The Hon. Dr. J. M. Atkinson (president) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Lient. Colonel J. M. Reid, R.A.M. .. Dr. F. Clark, Medical Officer of Health, Hon, Mr. A. W. Brewin, Registrar General, Hon. Mr. F. J. Badeley, Captain Superintendent of Police, Dr. H. McFarlane, Assistant Medical Officer of Health, Hon, Mr. E. A. Hewett, Mr. A. Shelton Hooper, Mr. H. Fumphreys, Mr. Lau Chu-pak, Mr. Fung Waschun and Mr. G. A. Woodcock | than from 415 till 5 p.m. That is what I (secretary).

SCAVENGING AND CONSERVANCY BYELAWS.

The committee appointed to consider the question of enforcing these b e-laws in the rural districts reported their opinion that the application of the bye-laws was limited by the wording of bye-law. No. I to the City of Victoria, the hill · district and the larger villages in the Colony, and that any district for which no provision of dust carts, dust bins, dust boats and conservancy boats had been made, was exempt from th operation of these bye-laws.

The PRESIDENT -I'm advised that No. 1 of these bye-laws does not apply in the way that the committee think, and that the bye-laws which govern this question are Nos. 3 and 8. think it would be advisable to refer it back to the committee.

Mr. Hoopen-I take it that this is a legal opinion ž

The PRESIDENT That is so. \_\_ Mr. Hoover.-Then the legal opinion ought

to accompany this. The PRESEDENT-No. It has been ruled

otherwise.

Mr. HOOPER -- With all due respect to you, I think you are alluding to a document circulated amongst the members during your absence; by the then P.C.M.O., and which was ordered to be laid before you on your arrival. That document was treated as confidential, but you are asking a committee of this Board to consider a question involving legal considerations without giving them the legal opinion. That is plucing them in an anomalous position. I think you are misreading the instruction.

The PRESIDENT-I have been instructed not to make public any information given in this way by the Crown Solicitor. I don't think there can be any objection to the committee receiving such opinion. I will ask for instructions on the matter.

Mr. HOOPER-I taink you are mistaken. The motion was seconded by the VICE-PRESIDENT and carried.

TO ALTER THE HOUR OF MEETING. The PRESIDENT, pursuant to notice of motion, moved: "That the time of the meetings to 2:30 p.m.

Mr. HOOPER minuted-I quite agree with the President.

think, for all business men.

up an afternoon to the Sacitary Board meetings. venient.

The DIRECTOR OF PUBLIC WORKS-I agree with the President.

The PRESIDENT-The Legislative Council meets at 2.30 p.m., and I think this time a much

The PRESIDENT- As I have stated, this is a more convenient hour for many reasons. if one meets at 4.15 p.m. some of the meetings have to be protructed, and that it at once. means that we are practically kept beyond the usual office hours observable in the Colony. The Legislative Council meets at 2.30, and personally I should prefer the hour to be 2.30, In these days one never knows what is going to he sprung upon us, and one is much more fresh | burned. at 230 than at 4.15. If it is the wish of members I am quite willing to give way to the

opinion of the majority.

The VICE-PRESIDENT seconded the motion. Hon. Mr. HEWETT-I beg to move an amendment that the hour of meeting be as a present, 4.15 p.m. I quite understand, with all due deference to the official members, that it would be more convenient for them to do their official work during what are known as official hours. The majority of the Board are not. official members; they are business men who have a great many calls on their time, during ordinary business hours. But in a community | not granted exemptions hitherto in such cases. such as this we are all called upon in our turn to do a certain amount of work for what we believe granted. to be the general good, outside of office hours I and, I believe, my unofficial colleagues, are in or private laue? the same position; we have to give up a great part of our time to public work, and if business members were not prepared to come forthe Colony, I don't make that statement in the belief that if any of us were driven from the Board our places could not be filled by people here as capable as ourselves. Personally, f am not prepared to give up an afternoon once a fortnight to this work, and I don't think it is reasonable to ask business men to do so. I am quite prepared to give up my leisure time, but if this measure is forced upon us, all I can say is that I shall be very reluctantly compelled to represent the matter to H.E. the Governor, who has done me the honour to appoint me, and say that I can no longer serve on the Board. If you insist on carrying this out you will find it ; very much harder to get unofficial members to serve on the Board. It is absurd that we should have to give up our business work to suit the convenience of a few official members.

I It may suit you, but not us, and I think in the end it would make a difference.

Mr. HUMPHREYS seconded the amendment. Mr. HOOPER-I am sorry to find myself at variance with my unofficial colleagues, but think Mr. Howett has made a mistake when he says that by coming here at 2.30 it would deprive him of a whole afternoon.

Hon. | Mr. HEWEIT-I know my own | business, Mr. Hooper! Mr. HOOPER-I am not speaking of your

business. I will speak for myself, and say it is much more convenient for me to be absent from my office from 2.30 till 3.15 meant. I don't mean to be personal in anything. I think if the businessmen in the Colony were consulted, most of them would support me, because the unjority of the directorates of eight of the twelve public companies in the Colony meet at noon or 2,30 p.m. That is sufficient answer to what my friend has stated. So far as the Government members are concorned, I don't think it is quite fair of the unofficials to say they are forcing it on them. I take it they (the officials) have got to work during office hours, and if they look upon this as work they are working pro bono publica. That is the greatest form of Government there

is. I will support the motion. Hop. Mr. HEWETT-The meetings of th' Board, as Mr. Pooper knows perfectly welwery often run to two hours, sometimes over, They are very rarely less than an hear and

Mr. HUMPHREYS - Mr. Hooper mentioned that all Board meetings took place before three Mr. Hoopen... I said nearly all of them.

Mr. HUMPHREYS Those I am connected with most after three.

Ron. Mr. BADELBY-This is a matter in which we should be guided entirely by the views of the majority of the unofficial members.

Hon, Mr. Hewerr-Mr. Fung Waschun is not here, but he is entirely of the same opinion as Mr. Humphreys, Mr. Liu Chu-pak and myself. It simply means that I shall be fo ced off this Board, and I don't wish to be.

The PRESIDENT-As the majority of the withdraw, the motion.

A HEALTH OFESTION. Mr. HUMPHREYS moved the suspension of the standing orders as he had a rather important

question to bring forward. Hon, Mr. HEWETT seconded, and members

Mr. HUNDHREYS-The other day it was reported to me that a very large quantity of of the Board be changed from 4.15 p.m. human excrets was dumped in the nullahs by the side of the Military Hospital. I had that on good authority and went up yesterday evening to search for it, but couldn't find it, from Mr. HUMPHREYS-2.30 p.m. does not suit | which I gather that the stuff has since been me. The present time is much better, I should removed. I should like to know whether the good, but after the report of the Bacteriologist | he considered it advisable to get a line ashore. Board have any information on the subject, it would be folly to allow the well to remain | The Chief Officer volunteered to swim ashore Hop. Mr. HEWEIT-I cannot agree to give | because there are several typhoid cases in the loven. Military Hospital, and if their excreta were so Mr. Lau Chu-pak-The change is not con- | dumped it would be a menace to the children

of Hougkong. Mr. Hoopen-While on the subject I may say that we found coolies dumping excreta in a nullah outside my house at 5.30 in the morning. I called the attention of the Medical Officer of more suitable one for many reasons than 4.15 | Health to the fact, and in the course of a few p.m. The Board meeting is held only once a | hours the staff went up there and I am informed fortnight and should not occupy mere than an they removed four buckets of it. There is another four in the nullsh now.

The Presupent-It is practically impossible for our staff to inspect the whole of the nullahs Of course, it occurs naturally to one that in the Colony to see if this is going on But, if | 10? it is brought to our notice, we will investigate

> Hon. Mr. BADELEY- Or let me know. COLUNEL REID-There are only two cases of typhoid in the Military hospital at present, and all excreta from them is burned. It is a standing rule that all matter of that sort shall be

> > SHOULD IT BE EXEMPT?

The agent for Wing Shu-tak, owner of 315 Queen's Road West, applied for exemption from the Building Authority's notice 882 requiring the opening out of spaces for the premises of this house, as it had hitherto been exempted from so doing on account of the back of the building facing a private street,

The Medical Officer of Health .do not think that this house should be exempt from the provision of a yard. It has no yard at all but the back window of a kitchen looks into a lane. The Board bas, so far as I am aware. Mr. Hooper-I think this should be

Mr. Humphreys—Is the lane a Government

Mr. LAU CHU-PAK-What is the width of the lane? In cases where there are lanes at the back, the provision of yards should not be ward it would be a great misfortune to insisted upon as it may endanger the stability of the buildings.

The REGISTRAR-GENERAL-Is the modification necessary ?

The matter was deferred for consideration. MODIFICATION OF REQUIREMENTS WANTED.

Mr. B. Brotherton Barker applied on behalf of Mr. Kwok Lo-kwai, the owner of No. 18 Gough Street, for a modification of the requirements of subsection 3 of section 188 of the Public Health and Buildings' Ordinauccof 1903. The letter stated that the reason of the application was that the kitchen above the level of the roof was intended to be built to the height of the former kitchen, which had to be pulled down for the purpose of resumption by the Government, and was by this means forced upon his client who heretofore enjoyed the

The Mudical Officer of Health said he had visited the premises and failed to see any necessity for an additional kitchen on the roof-There was a kitchen on each floor and a separate kitchen even for the cockloft, and he could not recommend the modification applied for.

The REGISTRAR-GENERAL-I presume the owner got very good compensation for the back portion of his premises.

The VICE-PRESIDENT-The back porti n of these premises was demolished by Government in carrying out the Mee Lun Lane improvement scheme. I think the owner has a fair claim to build to the former height. The application was refused.

TO PRESERVE NOTES. An application was made for permission to retain two cubicles on the second floor of No. 10 Reinacker Street, and in connection with the matter some members wrote their minutes in lead pencil.

HON. Mr. HEWETT minuted-Notes by officials should be written in ink or indelible pencil, not in ordinary black load pencil which can so easily be defaced by handling or time. I notice the Medical Officer of Health has taken to writing his minutes in pencil. EXPERTS AGAIN DIFFER.

Samples of water taken from a well at 16 Gage Street were forwarded to the Government Analyst and Bacteriologist for examination and report. The former reported the water potable, and the latter non-potable.

Mr HUMPHREYS-The Government Bacto. riologist says the sample is non-potable, but he does not say it is dangerous to life. The closing of wells that are not actually dangerous to life is a doubtful expedient in view of the water supply being intermittent during the winter months, as the Chinese are thereby compelled to draw their supply Mr. Hooves enumerated the Boards of from still more contaminated sources such various companies which he knew met before as stagmant pools and polluted nullahe.

Hon. Mr. Hewerr-The surroundings of the well are reported to be very unsatisfactory. I gather from this the water may be contaminated through the soil, and think the covering over of the well will not of necessity keep the water pure. Unless stronger argument be brought forward in favour of the well being left open, it should ba closed.

Mr. LAU CHUPAK-I agree with Mr. unofficial members are in favour of the amend. | Humphreys. This is another case in which ment, I agree with Mr. Badeley and will, the analyst does not agree with the bacteriologist. I wonder what the latter will still heading south, lying quietly. II came to say of the water from the mains. The well the conclusion this was the effect of the flood should not be closed.

The REGISTRAR-GENERAL—This well should covered over and fitted with a pump.

The PRESIDENT moved that the well be

Government Analyst said this water is petable?

Hon, Mr. Howett seconded the motion, which

OVERCROWDING.

The report of the overcrowding officer showed that 81 persons had been evicted during the A number fell off, and the chief officer and second

Mr. HUMPHREYS minuted—I am strongly of opinion that the movements of the ejected tenants should be watched and noted with a view to ascerta ining the economic effect on the Colony.

Mr. Lau Chu-pak-Have steps been taken to ascertain where these ejected have removed

The President - See No. 2 of the Cleansing bye-laws. The police might assist us in this

The report was laid on the table, THE RINDERPEST OUTBREAK.

The PRESIDENT reported that he fresh outbreak of rinderpest had occurred at P. Julam. and that all the diseased cattle had been slaughtered.

THE DIAMOND MATCH COMPANY.

A Tokyo dispatch states that the Diamond Mutch Company, of 'merica, the director of which has been investigating the condition of the match-making industry in Japan, has decided to establish a large match-factory in South China, for the purpose of competing against Japanese matches.

The decision of the American firm is creating consternation among Japanese match-manufacturers, adds the dispatch, and the authorities of the Department of Agriculture and Commerce are strongly recommending the match manufacturers to endeavour to effect an incorporation of Japanese factories and the merican company.

## WEATHER REPORT.

The Hongkong Observatory yesterday i sued the following report:— On the 27th at 11.55 a.m.—The barometer has fallen considerably over N. China, and W. Japan, and risen slightly in E. Japan.

A depression has appeared over Manchuria. It seems to be moving Eastwards towards the N. part of the Fea of Japan. The high pressure area is lying over the Yangtze vall v. strong mensoon will continue to prevail in the Formosa Channel, and hard mousoon over the

Houghoug rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

China Sea.

The forecast for the 24 hours ending at noon to-day is as follows: --

Hongkong & Neighbourhood { moderate fresh; fine. N.E. winds, Formosa Channel ... ...

South coast of China between ? Same as No. 1. Hongkong and Lamocks 5 South coast of China between Hongkong and Hainan...

THE STRANDING OF THE "HEUNGSHAN."

MASTER ABSOLVED.

A Marine Court assembled at the Harbour Office yesterday to conduct an inquiry into the circumstances attending the stranding of the British ship Heuighan during the typhoon of September 18th. Lieut. C. W. Beckwith, R.N. Stipendiary Magistrate, presided, and the others constituting the Court were Commander E. Winstrop, R.N., H. M. Naval Yard; Mr. Harry Gaukroger, master of the s.s. Doric; Mr. Thos. A. Mitchell, master of the s.s. Sui Sang. The letter from Captain Morrison, captain of the Heungshan, and the warrant from H.E.

The President said he proposed that the Coart should inquire into three points: (1) Was the master justified in anchoring where he did; (2) was everything done after anchoring to prevent dragging; and (3) after the ship struck was everything done by the captain and officers to. save life and proporty?

the Governor for corducting the inquiry having

Captain Morrison said the Heungshan left: Macao at 8 o'clock in moderate south west wind and rough sea. At 9.30 the wind increased, and a sudden squall carried away the upper awning. He kept the ship up to the wind to enable themen to furl the awaings. Shortly after this the wind and sea increased to typhoon force accompanied by blinding rain, and he then altered his course to west and west by south, He kept that course until 10,20 when he decided [ to anchor. At that time he thought he was two or three miles to the west of Sauchan. He slowed the engines, and anchored, letting go the starboard anchor with fifteen fathems of chain, and afterwards let go the port anchor He veered away his chain until he had !! fathoms well outside on starboard anchor and 75 fathoms on his port anchor, there being about four fathoms of water. He tried to help her by steaming ahead with the starboard engine; and put the helm hard aport, hoping to bring ship anchored, but felt no jork which would her head up to her anchors. Owing to one of the awnings having been blown away, he could not manage this At. 10.40 finding his efforts to bring her head uptowards her anchors he stopped the engine. The chief officer was stationed by the windlass carefully watching both cables to see if she dragged. By this time strong typhoon squalls, with blinding rain came from the west, the ship, tide making against the wind. This continued fill 12.10, when in the midst of a terrific squall be protected from contamination by being he saw rocks practically under the Heungshan. on her port belm. He believed the must have taken the rocks about her port quarter a few minutes before. As soon as he saw the rocks Mr. Humphreys-Do I unferstand that the | he put the engines full speed astern and then stopped them immediately as he found she had The President-Yes; but the Eacteriologist | taken the reef and was hard and fast. As there says it is not. With reference to the chemical seemed considerable panic among the Chinese analysis, all depends when the water was collect- passengers-some of whom were out on the ed. After a rainfall it might be seemingly guard ready to throw themselves into water with a beaving line and succeeded in reaching the shore, badly bruised and knocked about by the heavy seas. Ropes were got ashore, the second engineer, who had finished his duties in the engine room, assisting the Chief Officer. The

> before the ropes were got ashore. By the President-What size of anchors have you on the Bunnyshun and what length of chain lave you? -Two latent grahors, Twentyeight and twenty hundred weights, and chains to the extent of 120 fathoms for each anchor. Are your auchors constantly worked and

Chief Engineer and kimself passed the

pass ugers by means of the ropes to the shore.

engineer were busy in the water rescning them

Two, however, were drowned, but that happened

attended?—Constantly. Who looks after them? -- The Chief Officer attended them.

How far do you imagine you stcamed after sighting Sauchau before you anchored?-I imagine I steamed two miles, making my estimute from Sauchau of about three and half

in the Heungshan or ships of that class?—Yes; although I had less chain out.

when you left Macao that mo ning that y u would be in for a typhoon? -There was no indication either by sky or barometer.

On which anchor did you have the 90 fathoms?- On the starboard anchor, which I think is the heavier.

You say the ship's head was to the south, the | month. wind north west westerly, your anchors five points on the starboard bow south west. Did you have no indication that the ship was drifting? -No; I considered the tide was making against Grad ents are moderate to rather steep, and the wind, which would account for the ship lying

> Captain Mitchell - Did you give the ship a sheer after dropping the first anchor?-No: I did not think it advisable as she was well astern of her anchor.

Mr. Grainger, chief officer, said they had six winds, European passengers, 519 Chinese passengers and 57 of a crew on the Heungshan on the day in question. The glass was high and ste dy when they left Macao at 8 o'cloc'r. His statement as to what happened corroborated that made by the master. He left the windlass short-Same as No. 1. ! ly after 12 o'clock because he heard a bump. He

UNPACKED:-PL. AND POSTCARD SIZE

## CAMERAS

ZEISS ANASTIGMAT TESSAR LENS, F. 6, 3. AT MODERATE PRICES.

LONG. HING & CO...

No. 17, QUEEN'S ROAD.

JUST LANDED.

#### SPARKLING BURGUNDY RED GUICHARD POTHERET & FILS.

PER CASE 12 BOTTLES : - - - - \$32,00 PER CASE 242 ,,

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

SOLE AGENTS:

H. PRICE & CO.. TREEPHONE No. 135.

WINE MERCHANTS. 12, QUEEN'S ROAD CENTRAL.

THE

had scarcely reached deck when the ship struck. Then he got all the sailors together and endeavoured to quieten the passengers, who were beginning to show signs of panic. The captain ROBINSON PIANO consulted him as to what should be done and he volunteered to go ashore with a line. The second engineer followed and assisted him to get several ropes ashere.

In reply to Commander Winstrop, witness said he had his hands on the cables after the indicate that the ship was dragging.

Mr. Johnston, chief engineer, said the Heungshan's engines had a pressure of 125 lbs. on the morning of the 18th. That would give her a speed of thirteen knots. Witness gave evidence as to the working of the ship, and stated that when the water came in the water-tight doors were closed. The water came in through the stoke hele and THEY ARE drove the men out. As the water rose he deemed it advisable to blow off the steam

to prevent an explosion. The finding of the Court was:-

We find that the s.s. Heungshan of Hong kong, of which George Merrison, master mariner, was master, left Macao on 18th September, 1906, for Hongkong at 8 o'clock with a general cargo, six Europeans, 543 Chinese and 57 of a crew. The ship was full powered and well found. The weather was cloudy, with moderate N.W. breezes, the barometer high and steady. At 9.30 a.m. the wind increased by a series of heavy squalls and the sea rapidly rose. The ship was then turned round to N.W. to assist in getting the awnings furled and the typhoch doors shut. At 9.30 the south end of Sauchau was seen bearing E.N.E., one and a half miles distant, the wind by this time having increased to typhoon force and accompanied by blinding rain, the ship then heading about west by south and steaming at full speed until 10,20 a.m. The engines were slowed down and both anchors that he is sacrificing money and almost were let go in a sezmanlike manner with 90 certain scholastic advancement in order to and 75 fath oms of chain respectively, well outside the hawse pipe, and carefully attended who have been colleagues of his at Keswick. to by the chief efficer. The engines were and have the conviction that the artificial worked for a considerable time to enable the ship's head to be brought to the wind, but to her chains the engines were stopped. We, alterations. There are large and sanitary the Court, are of opinion that the master was thoroughly justified in anchoring when and where he did; that, after taking into considera- times, with a chapel, swimming bath and tion the conditions of the weather and the impossibility of seeing through the blinding rain, and that after anchoring all due precautions were taken, the chains being carefully watched extras; for day-boarders, lifteen or eighteen and no indication given by jerk or other- guineas, according to age. A scholarship of Have you ever ridden out a typhoon before wise which it would be usual to expect, she 250 a year for three years at a university, and a must have dragged both anchors a distance but had no difficulty owing to anchor chains, of about three and a half miles when University have already been arranged. The the ship took the reef; that everything was central idea is to take children of both Commander Winstrop-When you found done by the master and officers to save life and yourself on the reef did you notice how your | property, special commendation being due to cables were? -Yes both cables were about four Mr. Grainger, chief officer, and Mr. Harvey. The boys and girls, the young mon and young points abaft the beam on the starboard beam, the second engineer, in getti g ropes ashore through women, will mix freely in the class rooms and on the playing fields. They will share a port cable being under the bottom of the ship. | the breaking sea and generally helping to rescue high class education on the lines of the family. When you anchored you say you veered to 75 passengers who were washed from the A dozen objections to the experiment will imand 90. Had both cables then an equal strain? | ropes through the heavy waves. We, the mediately come to the mind, and "The Daily Court, are of the opinion that it was largely due Chronicle" invites its resders to thrash the subject out. Meantime, Mr. Grant claims that Captain Gaukroger-Did it appears to you to the gallant exertions of these officers that co-education affords sure protection against only two lives were lest; and, taking into con-"certain well-defined, and very serious evils," sideration the abnormal conditions under which that it results in more manly boys and more the ship was navigated, the Court absolve master womanly girls, the visible effects beingand officers from all blame.

In concluding the proceedings the Harbour Master said that was the third inquiry within a

> CO-EDUCATIONAL PUBLIC SCHOOL

momentous and highly interesting educational experiment is about, says the Daily Chronicle, to be tried in I ngland under the best auspices-the co-education of boys and girls in a large public school from school age to university age. The scheme has the carnest support! of many noted educationists, and is so advanced that the school premises have been pupils to form the nucleus of the establishment. in London and Manchester, who have guaranteed this will be the first high-class public school established on the lines so successful in the United States. We have said that Leadmaster has been appointed, but it would be representative board.

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BUILD

THE MOST SERVICEABLE

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AND ALL PARTS THOROUGHLY SEALONED AT OUR FACTORY HERE.

> PRICES FROM \$390 CASH OR CREDIT.

HIRE FROM \$10 PER MONTH.

Hongkong, 22nd August, 1906. more correct to state that the enthusiasm and personality of the headmaster have virtually created the institution. The Rev. Cecil Grant, M.A., of Wadham College, Oxford, has been head of Keswick School for the past seven years, and he is so strong a believer when the master thought it advisable to anchor in the benefits of co-educational methods conduct the training of boys and girls together. He is taking with him masters and mistresses separation of the sexes during school life is wrong. St. George's School, Harpenden, has been leased for the experiment and much without success. As the ship was lying easily money is now being spent in repairs and class-rooms, dormitories, and dining and exercise-rooms, and eleven acres of grounds for the exploitation of healthy outdoor pascricket pavilion. The first school term will start in January next. It is not intended as an experiment in cheapness. The annual fee for every boarder will be eighty guineas, with bursary of £20 a year for any girl proceeding to a degree at St. Andrew's sexes from the age of eight upwards, and train them together until they attain the university age of eighteen or ninetoen years.

> On Girls. Greater openness. Less self-consciousness. Wider interests. More esprit de corps.

On Boys. Less idleness. Less cruelty. Less gaucherie and mauvaise honte.

In corroboration of this may be quoted a report of the United States Government on co-education there: -" It seems an admitted fact that girls become more full of resource, and capable of much self reliance; that boys gain in refinement and a deeper appreciation of and respect for girlhood. With both the outcome is a wider knowledge of human nature, which must contribute to the national well-being. secured, the headmaster and teaching staff The girls, by their diligence and perseverance, appointed, and there are already over forly act as an incentive to the boys, benefiting in their turn by the less emotional standpoint usually There is a large provisional committee sitting taken by the growing lad." There are parents who hesitate to send their boys to the public colleges the necessary funds, and are thorough for many reasons, and who despair of the trainbelievers in the idea. Mixed private schools, ing given to girls at their most receptive age. of course, are not unknown in England, but Such will doubtless be attracted to the coming co-education public school at Harpenden, which, to say the least will be in the hands of earnest the men and women and controlled by a very THE MANAGER. Orders for extra copies of DAILY PHESS should be sent in before-11-a.m. on day of publication. plied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded,

Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS



TT 1S. HEREBY NOTIFIED that the Portion of BOWEN ROAD which was temporarily closed has been it EOPENED for

W. CHATHAM, Director of Public Works. Public Works Department. Hongkong, 27th November, 1996. 2174

TNDENT MERCHANT, REQUIRED by I German Cotton Waste Blanket Factory. Address— H. N. 1849,

2175

WANTED.

Care of Rubolf MossE,

Hamburg (Germany.)

TOREIGNER in High Position Wants BOARD AND RESIDENCE in Good English Family.

Address-Care of " Daily Press " Office. Mongkong, 28th November, 1906. [2176] BOARD AND RESIDENCE.

GENTLEMAN can have BOARD AND RESIDENCE in an English Family on the Central Lower Level, Large House with Full View of the Harb uc. Apply to-

Care of "Daily Press" Office. Hongkong, 28th November, 1906,

PUBLIC AUCTION,

T the BALES ROOM of the Undersigned, No. 8A, Queen's Road Central, TO-MORROW (THURSDAY),

the 29th November, at 2.30 P.M., HOUSEHOLD FURNITURE, Comprising: - BEVELLED and PLAIN GLASS WARDROBES and SIDEBOARDS. MARBLE TOP ROUND TABLES and and OVERMANTLES, TABLES and DESKS, BEDSTEADS, COTS, RUGS, ing Brethren are cordially invited to attend. FRAMES, &c.;

A Lot of MISCELLANEOUS GOODS. TERMS :- As usual. Catalogues will be issued.

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer. Hongkong, 28th November, 1906.

## PUBLIC AUCTION.

FIGHE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED. On FRIDAY,

the 30th November, 1906, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vour Road (Corner of Ice House Street), SUNDRY VALUABLE HOUSEHOLD FURNITURE, Comprising:

TEAKWOOD WARDROBES and SIDE. BOARDS with BEVELLED GLASS. TEAKWOOD BOOK-CASE, TABLES, MIRRORS, CHAIRS, SILK TAPESTRY. COVERED SOFA and CHAIRS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.;

A Large Assortment of CANTON CARVED BLACKWOOD WARE, CARPETS, &c., &c., &c.:

One SEMI-GRAND and One COTTAGE PIANO. TERMS:-As usual HUGHES & HOUGH,

Augtioneers. Hongkong, 28th November, 1906. (2179)

FROM NEW YORK, ADEN AND SINGAPORE.

THE H.A.L. Steamship

" NUBIA.' Captain Habel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous und/or extra hazard ous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days

of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 4th Dec. will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 27th November, 1906. \ [2172]

THE "DAILY PRESS."

ILLUSTRATED TYPHOON .

PAMPHLET FETHE continued demand for copies of the above Pamphlet which contains a Full Account of the Typhoon of September 18th, Illustrated by 20 Photographic Views, has rendered the issue of another Edition necessary. Copies may now be obtained from the Daily Press Office or from the Local Booksellers.

PRICE 50 CENTS CASH. [2180] Hongkong, 28th November, 1906.

NEW ADVERTISEMENT

8.S. "POLYNESIEN." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

ONSIGNEES of Cargo from London ex 8.8. After that hour the supply is limited. Only sup- Matapan and Cordonan, from Havre ex s.s. Matapan, from Bordeaux ex s.s. Ville de Marscille, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, I reasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery muy be obtained immediately after

Optional Cargo will be forwarded on quiess FER OF SHARES will be effected. intimation is received from the Consignees before 2 P.M., To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 3rd Dec., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 3rd Dec., or they will not be recognized. MONDAY, the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent. Hongkong, 27th November, 1906.

### INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

CT. ANDREW'S STAKES to be run for on: SATURDAY next, 1st December, 1906. Open to all Subscription Griffins of this Season 1906-7. Di-tance Half a mile, weight 10 Stone, 7 lbs. Native Riders allowed. Entrance Fee \$10 to go the Winner. Second Pony to save his stake. The Saddling Hell will be rung at 7 o'clock A.M. and the Race will be started at 7.30.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 26th November, 1906. [2163 HONGKONG JOCKEY CLUB.

TEMBERS desirous of renting accommodation at the RACH COURSE for the Current Season will oblige by applying to the Undersigned before FRIDAY, 30th inst. By Order,

T. F. HOUGH. Clerk of the Course. Hongkong, 2'st November, 1906. (2135)

EOTHEN MARK LODGE, No. 261. A REGULAR MEETING of the

EOTHEN MARK LODGE will be held at the FREEMASONS' HALL, WASHSTANDS, DRESSING TABLES TO NIGHT (WEDNESDAY), the 28th November, at 8.30 for 9 P.M. precisely. Visit-Honekong, 23rd November, 1906. 2149 HONGKONG ST. ANDREW'S SOCIETY.

COTSMEN are invited to Subscribe to the ST. ANDREW'S BALL to be held in the CITY HALL, at 9 P.M. on FRIDAY, the 3(th inst.

For particulars please apply to-W. ARMSTRONG, Hon. Secretary. Care of Butterfield & Swire. Hongkong, 23rd November, 1996. 12148 "SAM CHAR" MINE, KWONGSI

PROVINCE.

TT 1S HEREBY NOTIFIED that HIS EXCELLENCY CHEONG, who in the past eighteen months has expended about \$10,000 on Maisheds and other Works in connection with the above named SAM CHAR MINE in the Kwan Yun district of the Province of Kwongsi. and had several times by advertisement in the newspapers publicly invited offers for the proparty and all the rights therein, has Resigned the management and transferred all rights and interes s in the above-named Mine to MESSES. CHAN CHIT TING and HO SZE KI and others who are willing to provide the necessary Capital for the Working of the Mine. Twelve regulations for such transfer have already been drawn up and Mutually Signed by the above-

named Parties. It is HEREBY FURTHER NOTIFIED that the Members of the Directorates. Committees and the Shareholders in the WAH HING and Po HINO Companies by whom the Mine bas successively been owned, may inspect the regulations and all other particulars of the transfer on application to the Yu Wo FAT Firm, No 227, Des Vœux Road West, Hongkong, or to the Canton-Amoy Railway OFFICE, in Tsing Hoi Moon Street, Canton. on any day prior to the 22nd day of this Moon, on which date the New Company will assume the management of the said Mine, and no claims and objections on the part of parties interested in the above-named WAH HING and Po HING Companies can thereafter be entertained. Signed on behalf of the Shareholders.

PO HING COMPANY. The 8th day of the 10th Moon, 32nd year of Kwongsui.

NOTICE.

TXTE have Established Ourselves To-day **VV** noder the Firm Name ULDERUP & SCHLUTER, Hongkong, as General Merchants and Engineering AGENTS.

T. P. ULDERUP, C. SCHLUTER. Office 1 & 2, Beaconsfield Arcade. Hongkong, 15th October, 1906. [1919 LADIES AND GENTLEMEN, COME AND SEE OUR FINE ASSORTMENT OF

TOYS TOYS. Do not lose this Golden Opportunity! BEST GOODS, CHEAP PRICES.

H. HIPTOOLA & CO., 13 and 15, D'Aguilar Street Hongkong, 26th November, 1906. [2161

TO BE OPENED SHORTLY. PICTORIAL POSTCARD STALL in Queen's Read where Honggong Virw

POSTCARDS can be had from ONE CENT EACH. Great Assortment of Autresses, Comic and

Artistic Cards; also a stock of Tuck's HALP

TYPHOON VIEW BOOKS. In order to close up the account for the Typhoon Relief Fund we are selling the balance of the View Books on hand at 25 cents each. Applications for same are to be made to The HONGKONG PICTORIAL POST-CARD CO., P. O. Box No. 4. Hongkoug, 22nd November, 1906. [2139

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED. NOTICE TO SHAREHOLDERS.

N INTERIM DIVIDEND on Account A of the year 1906, of FORTY CENTS per Share, will b. Payable at the Hongrone. AND SHANGHAT BANK, Hongkong, on and after WEDNESDAY, 28th November, 1906.

on Warrants to be obtained at the Company's The Dividend will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on and after the same date.

The REGISTER OF SHARES will be CLOSED from MONDAY, the 26th-instant until FRIDAY, the 30th instant, both days inclusive, during which period NO TRANS-JOHN D. HUMPHREYS & SON.

General Managers. Hongkong, 22nd November, 1906. [2153] HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 1641/1643 for SIXTY SHARES All damaged packages will be examined on numbered 4637/4696 inclusive, Fully paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed NOTICE IS HEREBY GIVEN that unless the said Cortificates be produced at the Offices of the Company, Queen's Buildings, Victoria Hongkong, before the 30th November, 1906. New Certificates for the said Shares will be issued, and the old certificates will thereafter be held by the Company as Null and Void. THUS. I. ROSE,

Secretary. Hangkong, 31st October, 1906 THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

FINE SHARE CERTIFICATE No. 4680 for TWENTY-FIVE SHARES numbered 150,026 to 150,050, Fully-Paid-Up, standing in the Register in the name of BEN-JAMIN ROPER BRANCH of Hongkong, having been LOST or Des'royed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company before the 3rd December, 1906, a Duplicate Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void, SHEWAN, TOMES & Co.

General Managers. Hongkong, 3rd November, 1906.

## FOR SALE

FOR SALE OR HIRE.

STEAM LAUNCH, 15 Tons Register Net, 59 feet Long, Built in 1905. For Particulars, apply to-

ATAKA & Co., let Floor of Chartered Bank. Wan Chai. Hongkong, 24th November, 1903. [2153] No. 18, McDONNELL ROAD, " TANG YUEN. FOR SALE. Apply to—

WOODEN LIGHTERS. Length - - - 80' 0" Breadth - - - 24' 0"

Depth - - 9' 6" Capacity - - - 320 tons. Complete for delivery within 5 weeks from this date. Plan, Specification and Particulars from C. E. WARREN & Co.,

30, Des Vœux Road, t'entral, and HOO CHEONG WO & Co., 51 & 52. Connaught Road, Central. Hongkong, 6th November, 1906.

FOR SALE OR HIRE. TEAM LAUNCH 14 Tons Registered 62 feet long, in Very Good Condition.

Apply to-CARLOWITZ & Co. Hongkong, 2nd November, 1906.

ON SALE.

A TABLE OF THE OF EXCHANGE HONGKONG

for Domand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS. FROM

1874 to 1904. Price \$2 Cash. On Sale at the "DAILY PRESS' OFFICE, or Local Booksellers.

TO LET

TO LET.

70. 4, DES VŒUX Road, Ground Floor, lately vacated by Madam Jay, suitable for Banking or other Offices, including a Strong room and out-houses. No. 5. PEDDERS' HILL, a 5-Roomed Dwelling House with out-houses. No. 5, QUEEN'S ROAD, "VICTORIA BUILDINGS " 2nd Floor, suitable for Offices. No. I. ROBINSON ROAD, "FAIRVIEW," consisting of Six Rooms, very pleasantly

situated, with large Servants' Quarter. Apply to— DAVID SASSOON & Co.\ Lo. Hongkong, 8th November, 1906. TO LET.

TURNISHED BEDROOM and Board for L Single Gentleman with an English Family in Private House on the Upper Levels.

Care of "Daily Press" Office," Hongkong, 27th November, 1906. [2169] TO LET.

FFICES in King's Building and York Building. No. 2, HILLSIDE, THE PEAK. A HOUSE in Wong NEI CHONG ROAD. GODOWNS in Praya East. A HOUSE in CLIPTON GARDENS, Conduit

A HOUSE in RIPON TREBACE, FLATS in MODETON TERRACE. Apply to-THE HONGKONG LAND INVEST

MENT & AGENCY CO., LTD. Hongkong, 1st March, 1906. TO LET.

TOUR-ROUMED HOUSE on Praya East | Cargo. near East Point. · Apply to— JARDINE, MATHESON & CO.

Hongkong, 27th November, 1996. [2168]

TO LET

TO LET.

(EITHER IN WHOLE OR IN PART).

66 FETHE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed. Apply to-

E. M. HAZELAND, No. 35, Queen's Road Central, WING-ON, Contractor, No. 34, D'Aguilar Street, Hongkong, 19th July, 1906.

TO LET.

66 TOROCKHURST," PEAR. "GLENWOOD" CAINE ROAD, suitable for a Boarding House or Club. No. 3, CAMERON VILLAS, PEAK. No. 7, DES VŒUX VILLAS, PEAK. No. 4. CONDUIT ROAD. No. 3. ARBUTHNOT ROAD. No. 73, WYNDHAM STREET.

BEACONSFIELD ARCADE, Fine Shops Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbook MacGregor). No. 17A, QUEEN'S ROAD CENTRAL. Rooms on Front Part. Top Floor, (over Achee). BELILIOS TERRACE HOUSES, Robinson Road.

TO LET or FOR SALE, NEW HOUSE on Mount Kellett, Five Rooms, on Rural Building Lot No. 117. Apply to-LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings. Hongkong, 2nd November, 1906. 12028

TO LET-AT KOWLOON.

TO. 3. LYEEMOON VILLAS, A Five-Roomed House with joint use of Tenuis, Cour'. Possession from 15th November next. Apply to-"LYEEMOON."

Care of "Daily Press" Office. Hongkong, 17th October, 1908. TO LET ON LEASE.

FROM 1st JANUARY, 1907. NOS. 6, 8, 10, 12 and 11, HOLLYWOOD ROAD. + Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.

ARRATOON V. APCAR & CO., 45. Wyndham Street. Hongkoug, 24th October, 1906. TO LET.

TO. 52, CAINE ROAD. 4 New Houses in KENNEDY ROAD, near

SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 13th November, 1906. [2087]

TO LET. OND FLOOR No. 12, Queen's Road Central. SEMI-DETACHED BUNGALOW (Sir C. P. Chater's), Robinson Road, Kowloon.

Apply to-LEIGH & ORANGE. 1. Des Voeux Road. Hongkong, 1st June, 1906.

TO LET. NO. 6, MACDONNELL ROAD, from January, 1907, Six Rooms, Servants' Quarter and Garden; Nice Location, Electric

Light installed. Apply to-Toyo Kisen Kaisha, York Buildings. Hongkong, 22nd November, 1906.

NO. 2, MACDONNELL ROAD.

TO LET.

COMPRADORE'S DEPARTMENT. Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. TO LET.

NINE-ROOMED HOUSE with Office and Godown, on the British Concession. (Shameen—Capton). Apply to—

With Possession on the 1st January, 1907.

Care of "Daily Press" Office. Canton, 3rd November, 1906.

HONGKONG CLUB. TO LET.

FETWO ROOMS on the Ground Floor of the Annex. from date: suitable for Offices. Anyone disposed to offer for the same please apply to-C. H. GRACE,

Secretary.

TO LET O. 13, GAGE STREET, 8-Roomed House with a Godown. Apply to—

Hongkong, 28th May, 1906.

E. A. & C. F. DE CARVALHO, 14. Arbuthnot Road. Hongkong, 18th June, 1906. TO LET.

HOUSE in KNUTSFORD TERRACE EN KOWLOON, Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD.

Hongkong, 1st August, 1906,

TO LET. 66 WAURBAR HOUSE" in CAMERON ROAD, Kowloon. Moderate Rental. Apply to-SPANISH PROCURATION. Hongkong, 11th October, 1906.

TO LET. NE GODOWN at East Point close to the Water suitable for the storage of any Floor Area 6,100 square feet.

Apply to— JARDINE, MATHESON & CO.

Hongkong, 16th October, 1906.

BANKS

TWONGKONG & SHANGHAI BANK-ING CORPORATION

RESERVE FUND-STEELING RESERVE ... \$10,000,000 SILVER RESERVE ... 10,250,000

REFERVE LIABILITY OF PROP'TORS \$10,000,000 COURT OF DIRECTORS. A. HAUPT. Esq.—Chairmar. G. H. MEDHURST, Esq. - Deputy Chairmen.

G. Balloob, Esq. I A. J. Raymond, Esq. R. Shewar, Esq. E. Goets, E.q. Hon.Mr. W.J.Gresson, N. A. Siebs, E. q. C. R. Lenzmann, Esq. H. E. Tomkins, Esq. D. M. Nissim, Esq.

> CHIRF MANAGER Hongkong-J. R. M. SMITH

> > ACTING MANAGER:

Shanguar-W. ADAMS ORAM. LONDON BANKRES-LONDON AND COUNTY

BANKING COMPANY, LIMITAD. Hongkono-Interest Allowed. On Current Account at the cate of Two per C-nt. per Angum on the daily balance. ON FIXED DEPOSITS. For 3 months, 2) per cont per Annum. For 6 months, 31 per cent. per Annum.

Yor 12 months, 4 per cent. per Annum. H. E. R. BUNTER, Acting Chief Manager, Hongkong, 17th September, 1906.

HONGKONG SAVINGS BANK. FEREIC Business of the above Bank is CAPITAL FULLY PAID UP...Sh. Tack 7,500,000 conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 31

Per Cent. per annum. Depositors may transfer at their option balances \$100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum. For the Hongkong and Shanghai

BANKING CORPORATION. H. E. R. HUNTER. Acting Chief Manager. Hongkoug, 30th May, 1906

TEDERLANDSCH-INDISCHE HANDELS BANK, (NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)

Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 1,628,850.19 (£135,737) HEAD OFFICE: AMSTERDAM. THE HAGUE. Sub-Office:

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CAPITAL SUBSCRIBED ......Yen 5,000,000 

HEAD OFFICE: TAIPEH, FORMORA. Branches and Agencies: Amoy Kobe Tainan Nagasaki Tamsui Anning Tokio Osaka Foochow Yokohama Shanghai Keelung

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TOTERNATIONAL DANKING CORPORATION. Fiscal Agents of the United States in Chine

Hongkong, 1st July, 1906.

Republic of Panama. CAPITAL AND SURPLUS ... ... ...Gold \$10,000.000 AUTHORISED CAPITAL PAID UP ... ... Gold \$3,250,000 RESERVE FUND ... ... Gold \$3,250,000 HEAD OFFICE: New York. LONDON OFFICE: Threadnesdle House, E.C.

Branches and Agents all over the World

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LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED. Branches and Agents all over the World.

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No. 9, Queen's Road, Central, Hongkong. H. PINCKNEY, Manager. Hongkong, 17th October, 1996.

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SUBSCRIBED ...... 1.125.000

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E. ORMISTON,

Hongkone, 26th March, 1906. FEUTSCH-ABIATISCHE BANK.

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M. A. VON ROTHSCHILD, & Frankfurt a/M. SOBHNB JACOB S. H. STERN NORDDBUTSCHE BANKIN HAMBURG, Hamburg. SAL OPPENHEIM, JR., & Co., Koeln. BAYEBISCHE HYPOTHEKEN-UND WECHSEL-

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TAKEO TAKAMICHI. Hongkong, 22nd September, 1998. [613

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AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELLE.

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REUTER, BROCKELMANN & CO Agents. Hongkong, 21st April, 1897.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

KEMMLER THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 13th August, 1906.

JUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED fillE Undersigned baving been appointed

AGENTS for the above Company are prepared to accept Risks against Fire at current SIEMSSEN & CO.

Hongkong, lst January, 1904. TILE INSURANCE COMPANY.

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I. FIRE FUNDS ...... 3,383,720 19 8

Hongkong, 11th July, 1906.

HAMBURG-AMERIKA LINIE.

FITHE H.A.L. Steumship "ANDALUSIA."

Captain Hanse, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th Nov. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Nov., at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE Hongkong Office. Hongkong, 23rd November, 1906.

NOTICE TO CONSIGNEES.

FIRE P. & O. S. N. Co.'s Steamer "NAMUR."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR BISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the

Goods are landed Optional Goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 30th Nov. at 4 P.M will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. N Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT. Superintendent. Hongkong, 24th November, 1906.

"SHIRE" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND ANTWERP.

IHE Steamship

"CARDIGANSHIRE." Captain W. T. Hall, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec., at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents. Hongkong, 26th November, 1966. [2171

THECTORY AND INFONICLE

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OFFICERS IN THE MERCHANT SERVICE.

With regard to the alleged shortage of executive officers for the Merchant Service and to the training schemes which are being inaugurated by leading shipowners in order to promote a supply, the Merchant Service Guild have addressed the following communication to the prepared to ACCEPT RISKS against F) RE | Chamber of Shipping of the United Kingdom, who will consider this important subject as their next meeting. The Secretary,

Chamber of Shipping.

18th October, 1906. Sir,-We observe from the press that one of the items on the Agenda for your meeting on the 26th inst. relates to the "scarcity of officers. The Guild as representing over ten thousand Captains and Officers of the Merchant Service contend that this scarcity does not exist. There are plenty of men out of employment although perhaps not as many as heretofore, but the position is that either the shipowner's requirements are too great for the inducements be offers or that the Officer sure of the greater cohesion and esprit de corps which now exists in his profession will not accept the terms which The reason for this alleged "scarcity of

fficers" our be summed up into a very few words." It is entirely due to the niggardly and inconsiderate treatment of the British shipows of with notable but exceedingly few exceptions. What can be said of one of the biggest lines in the world paying their Second Officers -- holding Master's certificates and with homes to maintain -the munificent remuneration of £6.10.0 per TOTAL FUNDS AT 31st DECEMBER, 1905 of our biggest lines carrying thousands of in the world. Although she is built especially passengers who give the commanders of their ten thousand ton vessels with all the attendant enormous responsibilities—£300 per annum These men are expected to possess the highest possible qualifications and it takes them from twelve to fifteen years to reach such a position if they reach it at all.

For years past the Guild have repeatedly nrged the Chamber of Shipping and other representative bodies of shipowners to collectively take in hand improvements in the conditions of their Captains and Officers but the invariable reply has been that this is a matter for the individual shipowner. But when there is an 'alleged scarcity of officers" it seems to be quite different and one of moment to shipowners as a whole. The Guild appeal to the Chamber of Shipping that they will treat both subjects in the same light as undoubtedly they are collaterals.

We venture to recapitulate a few of the chief grievances of the profession which we have previously laid before you and which are, as

1. Petter recognition and consideration of the arduous and responsible work performed by Captains and Officers and a diminution of dismissals unless men are heard in their own defonce and there is clear evidence of incapacity or wilful default or neglect.

2. Such an increase in the remnueration of Captains and Officers as will more properly accord with the immense responsibilities laid upon them, and which will enable them to adequately maintain their homes and families, and allow for some provision being made for old

3. The institution of three Officers and three watches on board merchant ships, of a certain number of days off duty but on pay in the course of the year-where possible-and pecuniary allowance to officers who are required to work in port beyond the usual hours of labour. At present where two watches are in vogue, an unjustifiable physical strain is imposed upon Officers. Day after day: they must put in at least fifteen or sixteen hours work, and the only rest they can obtain is in short snatches of about three-and-a-half

Improved accommodation and each Officer to have a room to himself.

No matter how artificial sources of the supply of Officers may be promoted and fostered the number of those who will follow the profession will grow less and less for the British public is at last beginning to understand what an injustice it is to send a self-respecting and ambitious boy to sea.

The grievances we have enumerated must, in common with others, be eradicated otherwise the consequences to British shipowners in the future will be most serious. It is true that small increases of pay have been made in some quarters. They have not been due to magnanimity however, but to the fact that Officers could not be obtained at the price

The Guild deem it expedient in the interests of all concerned that they should put their viewe forward in a perfectly caudid way and given proper consideration and some system, British shipowners can do a great deal in making an Officer's life more attractive without even pecuniary sacrifice.

In the Captains and Officers of the Merchant Service British shipowners have a powerful ally which is of great importance in these days when shipping questions are receiving such prominent attention. It is one of the Guild's cardinal principles to work harmoniously with the shipowners and they venture to think that their desires in this direction could be materially advanced by reciprocal treatment on the part of shipowners.—I am, Sir, your obedient servant, (8gd) T. W. MOORE, Assistant Secretary.

THE BLUE FUNNEL "TEUCER."

FIRST VISIT TO MANILA.

The Manila Cablenews of November 24th says :- Early yesterday morning the blue funnel freight steamship Teucer, Captain C. J. Barwise, came in from Singapore with 2,000 tons of general cargo for this port. The coming of the Tencer inaugurates a new Oriental and Pacific monthly service of the Ocean Steamship Company of Liverpool, from Liverpool to Tacoma via Suez, Singapore, Manila, Hongkong and Japan. The Teucer is one of five modern freighters being built on the latest improved scientific plan for Alfred Holt and Co., of Liverpool, owners of the blue funnel line. She was built by Messrs. Hawthorn, Leslie and Co. undelivered after the 2nd Dec. will be subject at New Castle-on-Tyne, being launched last to rent.

January, and she is now on her first voyage to Manila. This type of vessel represents a great advance in present day ship building. The Toucer does not have masts, modern shipbuilders dictating that they should go. In place place of masts the vessel is fitted with four large pillars, two forward and two aft, which serve the purpose of derrick posts serving as rigid supports for many of the cargo derricks. The two forward pillars are joined by a bridge about 80 feet above the waterline, which can be used as a lookout if necessary. The Teucer is fitted especially for cargo, and in that respect she and her sister

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ship: are second only to the Minucasta and the Dakota. Her gress tonnage is 9,017, length 500 feet, breadth 58 feet, depth 42 feet and her cargo capacity is 18,321 tons some 7,000 tons below the Minnesota and Dakota in the latter respect. Oue derrick forward capable of handling 50 tons, is a feature, and there are in addition four 2) ton derricks, six derricks of 15 tons, eighteen of 5 tons and 27 cargo winches. The Taucer has nine cargo hatches permitting easy egress and ingress of large bulky packages, as was demonstrated yester-day in the handling of several tons of railway supplies for the Speyer syndicate. The immense holds are without stanchions, and therefore clear of all obstruction and are especially fitted for the stowage of bulky cargo such as cars and boilers. To support the vessel in lieu of stanchions two deep steel flanged girders run along both sides of the deck to serve as hatch caming which stiffen the ship and give great support and rigidity to the whole structure. All the machinery of the Tencer was constructed by the North-Eastern Marine 1 ngineering Company, consisting of two sets of triple expansion engines with cylinders 23in., 38., and 55 in. in diameter, with a stroke of 48in. Steam is supplied by three large beilers, working at 190 lb, pressure. The boilers complete weigh 130 tons. The machine y is giving great satisfaction and worked like a charm all the way out. Everything in the engine room is in duplicate, thus rendering delays and breakdown from accidents practically impossible. With a main and auxiliary bunkers the Teucer has coal capacity of 27,000 tons, and at the present time her bunkers are well tilled month. Again, what can be said of another of | with Welsh coal, than which there is no better for cargo, she has splendid open 'tween decks without obstruction of any description suitable for the emigrant service and able to accommodate 360 steerage passengers. On the way out pilgrims to Mecca and Jaffa crowded the steerage quarters of the Teucer. A condeuser which holds, the steam, preventing it from enveloping the upper deck and bridge, and returns it to the hollers as water, is one of the features of the Tencer's equipment. A complete electric lighting plant is another innovation. There are two duplicate dynamos, generating power for 200 incandesents, two are lights of 3,000 candle power and one searchlight of 20,000 nominal candle power and one searchlight of 20,000 nominal caudle power. Cargo was worked all last night and she made a protty sight out in the bry with her myriads of illuminations. Speed is another factor in the Teucer's construction. She can and frequently doss, make 14 knots per hour, and on this voyage her average spred in all kinds of weather from Liverpool to Manila was 134 knots. She left Liverpool October 16th, making the entire trip in 37 days. The four sister ships of the

Tencer, two of which have been launched, are the Litian, Cyclops, Bellerophon, and Anticalochue, their names being taken from Greek mythology. Most of the officers and crew are employees of the blue funnel line of long standing. Captain Barwise has been in the company's service for 27 years and other officers have been on Mr. Hold's payroll for a number of years. The officers of the Teucer are:-Captain C. J. Barwise; Chief Officer, F. G. Simpson; Chief Engineer, J. M. Brown; Second Officer, W. A. Dawson and Third Officer, J. E.

After discharging her cargo consigned to the Speyer syndicate and others, the Tencer will load 3,000 bales of hemp, expecting to sail for Hougkong on Tuesday, November 27th, and will make an effort to reach that port in two days

THE TWO IRVINGS.

WHY THE SON PLAYS HIS PATHER'S CHEF ROLES.

Although Mr. H. B. Ieving is still winning golden opinions in New York, some of the critics are inclined to belabour him for playing rôles in which, as they say, the senior Irving was unapproachable.

Mr. Irving has replied, says the New York correspondent of the Telegraph, as follows: "I have been unwilling, reverently nawilling, to appear in characters he made his own, but it does not som to be known that it is by the direction of my father's last will, in which he asked that I should do so, and that pirt of the proceeds of my engagements in his plays I should keep and part I should pay over to members of the family, as I am doing. That is the reason 'The Lyons Mail,' Charles I.' 'The Bells,' and other dramas are in my season's work, as my father wished."

It was further provided that if the plays were not kept in the active répertoire they should be put up for sale at public auction.



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simile of word "Thenasion" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hoo. Commissioners, and without which it is a forgery. Sold by Principal Chemists. [22:

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NOTICE TO MARINERS. No. 275 (Special).

CHINA SHA.

SHANGHAI DISTRICT. SOUTH CHANNEL-APPROACH TO

THE YANGTZE. CHANGES IN THE POSITIONS OF THE TUNGSHA

EFERRING to Notice to Mariners No. 271 (Special). NOFICE IS HEREBY GIVEN that the "TUNGSHA" and "KIUTOAN' Light-vess ds have be a shifted as follows: -The "Tungsita" is now moored in 17 feet at Low Water of Spring Tides, 0.6 of a mile S. 42-1/2' W. from her former position.

CAUTION. Vessels must now pass to the Southward of both above named Light-vessels. All Bearings given are Magnetic.

Asting Coast Inspector. Coast Inspector's Office. Shanghai, 16th November, 1906.

FITHE HONGKONG ICE COMPANY, LTD. have now 40,000 Cabic Feet of Cold Storage available at EAST POINT. Stores will be Open at .0 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods. WM. PARLANE, Manager.

DAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX CANTAS RELIANCE CROWN



BISHI DOURVARD

CODE WORD: "DOCK," A.1. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

Width of Entrance on Top ... 981 Width of Entrance on Bottom ... 881 Water on Blocks at Spring Tide 341 DOCK No. 1:

Width of Entrance on Top ... Nidth of Entrance on Bottom... DOCK No. 2. Extreme Length ... ... 571 feet.

Water on Blocks at Spring Tide 22 PATENT SLIP. Suitable for vessels up to 1,000

BOILERS; and also ELECTRICAL WORK. A LARGE STOCK of MATERIAL is always kept on hand. -The COMPANY has the powerful steamer

ON SALE, RATES OF EXCHANGE AT HONGKONG,

DEMAND DRAFTS ON BOMBAY. On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of

On Sale at the "DAILY PRESS" Office, or Local Booksellers. Hongkong, 16th April, 1906.

PRICE: \$1 CASH.

AHUNG NGOI SAN PO (Chinese Daily Press),

medium for Advertising among the Native Community. Established for nearly FIFTY YEARS Circulates largely throughout Southern China

Terms for Advertising (Translations free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London Documents translated from or into Classicle

The "KIUTOAN" is now moored in 27 feet at Low Water of Spring Tides, O. i of a mile N. 32. E. from her former position.

T. J. ELDRIDGE,

COLD STORAGE.

Rengkong, 18th November, 1901.

TARPAULING ARNHOLD, KARBERG & CO.



AND ENGINE WORKS, NAGASAKI,

DOCK No. 3. Extreme Longth ... Length on Blocks

Extreme Lengto... ... ... Length on Blocks

Water on Blocks at Spring Tide Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ...

THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and

'OURA-MARU" (712 tons, 700 I.H.P. epecially built for SALVAGE PURPOSES equipped with necessary gear. always ready Short Notice.

FROM 1893 TO 1905; RATES FOR SOVEREIGNS. GOLD LEAF, BAR SILVER (From 1900). and other Useful Information.

PUBLISHED DAILY, Is the oldest and still immeasurably the best

Indo-China, etc. or from the different Agents. or Colloquical Chinese.

Jardine, Matheson & Co. HAILAN, French str., 377 Anderson, 27th Nov., -Pakhoi and Hoihow 26th Nov., General A. R. Marty.

HAIMUN, British str., 636, A. J. Robson, 27th November -- Foothow 23rd Nov., Amoy 24th and Swatow 26th, General. - Douglas Lap: raik & Co. HANGSANG, British str., 1356, Spencer Wilde,

27th Nov.—Shanghai yia Swatow 23rd Nov... General.-Jardine, Matheson & Co. KALGAN, British str., 1,143, R. Lewis, 26th November-Tientsin and Chefoo 16th Nov.. Ground nats - Butterfield & Swire. Konsichano, German steamer, 27th November.

from Carton. DAISANG, British str., 3,460, P. M. B. Lake, 27th Nov. Calcutta 10th Nov. and Straits 20th, General, - Jardine, Matheson & Cc. LENNOX, British ste., 2,361, F. McNair, 27th November - Callao 13th Oct. - Chinese. NIKKO MARU, Japanese str., 3,434, E. W.

Numa, German str., 2,234, G. Habel, 27th Nov. Hamburg and Singapore 17th Nov., General.—Hamburg-Amerika Linie. Polyndsonn, Freich str., 3543, Brec. 27th November -- Maneilles 21-t Oct, and Snigon 2Ph Nay, Mails and General. Messageries Maritimes.

Nov., General.—Nippon Yusen Kaisha.

Haswell, 27th November Nagasaki 23rd

Rubi, British stř. 4,614, R. W. Almond, 26th November Manila 24th Nov., General -Shewan, Tomes & Co. Wingsang, British str., 1,517, H. G. Walker, 27th Nov. -- Novehwang and Weihaiwei 20th Nov., Beares. - Jandine, Matheson & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. Nov. 27th.

Evany, British str., for Canton, Hongsang, British str., for Canton; Nubia, German str., for Shanghai. Shoshu Maru, Japanese str., for Swatow:

DEPARTURES. Nov., 27th. Holstein, German str., for Heighoug. KALBAN, British str., for Canton. KWANGTAH, Chinese str., for Shanghai. PROGRESS, German str., for Tonkin. QUINTA, German str., for Canton. SAMSEN, German str., for Amoy. TEAN, British str., for Manils. Toskin, French str, for Europe Tosa Manu, Japanese str., for Seattle. TREMONT, American str., for Tacoma.

SHIPPING REPORTS. The British str. Rubi reports: Strong N.E. gale, very high sea, overcast and cloudy. The British str. Human reports: Moderate to fresh N.W. winds, mederate sea and fine clear weather.

The British str. Coplic reports: Fine weather throughout crossing the Pacific; strong monscons all the way down from Shanghai. The British str. Every reports; Strong N. to N.E. wind with rough sea to Breaker Point: hence to post moderate to light wind.

VESSELS IN DOCK. Nov: 27th. Aperto En Docks. - Puklat, Indiacelli. Kown on Docks, - Sprsogon, Manteagle, Paul Braie, M.M.S. Kent, Henryshan, U.S.S. Callao, Borneo, H.M.S. James, Hinsang, Chiakoi COSMOPOLITAN DOCKS - S. P. Hil theock.

VESSELS ON THE BERTH FOR SINGAPORE, PENANG AND CALCUTTA.

FIMIE Steamship

"GREGORY APCAR," Captain S. H. Be's an will be despatched for the above Ports CoDAY, the 18th inst, at 3 P.M. instead of as previously advertised, For Freight or Paisage, apply to DAVID SASSOON & Co., LTD.,

Hongkong, 21st November, 1996. 2134 DOUGLAS STEAMSHIP COMPANY. LIMITED,

FOR SWATOW, A MOY AND FOOCHOW.

Trull Company's Steamship

·"HAIMUN," Captain A. J. Robson, will be desputched for the above Ports TO-MORROW, the 29th inst at Daymour. For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., Gone al Managers. Hongkong, 26th November, 1906. (2164) "BEN" LINE OF STEAMERS.

FOR LONDON. ■日本HE Steamship。

"BENMOHR! Captain Webster, will be desputched as above on or about the 30th inst. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Agents. Hongkong, 12th November, 1906. | 2084 "GLEN" LINE OF STEAMSHIPS. FOR LONDON AND ANTWERP,

FITHE Steamship

"GLENAVON," Captain Woolfenden, will be despatched as aboveon FRIDAY, the 7th December. For Freight, apply to McGREGOR BROS. & GOW. Hongkong, 22nd November, 1906. 1 (2147)

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS. Regular Steamship Service between Hongkong,

Callao and LQUIQUE via Japan Ports. Steamer Tous To Sail. "KASATO MARU" 6,000 Middle of Dec. Capt. W. C. T. S. FILMER.

Western Coast Ports of South America. The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried board. For further information, apply to

K. MATSDA, Manager. York Building. I. Chong, 5th October, 1906.

## ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

2.7 From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4 From Naval Yard to East Point. 1. From Green Island to the Harbour Master's. VESSEL'S NAMES FLAG & RIG BERTH DESTINATION CAPTAIN FOR FREIGHT APPLY TO LONDON ..... BENMOHR .... Webster ...... Gibb, Livingston & Co...... Brit. str. ... About 30th inst. LONDON &c., VIA USUAL PORTS OF CALL ...... MALTA R. A. Peters ...... P. & O. S. N. Co. ..... Brit. str. .. On 1st Dec., at Noon. LONDON & ANTWERP GLENAVON ..... Woolfenden ...... McGragon Bros. & Gow ...... Brit, etr. ... On 7th Dec. Ernest Simons ... MARSEILLES, Sc., VIA PORTS OF CALL. ......... Fren.str. ... Bourdon ..... MESSAGERIES MARITIMES..... On 11th Dec., at 1 P.M. MARSEILLES, HAVRE, COPENHAGEN, &c .... Dan. str. ..; SIAM ..... MELCHERS & Co. About and of Nov. SUMATRA ..... MARSEILLES, LONDON & ANTWERP ....... E. W. Brace ..... P. & O. S. N. Co. Brit, str. ... About 5th Dec. BREMFN, VIA PORTS OF CALL BUELOW ..... Formes MELCHERS & Co. ..... Ger. str. .. On 5th Dec. at Noon HAVRE, Antwerp & Hamburg via Straits, &c. SITHONIA ..... Brehmer ..... Ger. str. ... HAMBURG-AMERIKA LINIE ... On 3rd Dec. Meyordierks ..... HAVRE & HAMBURG VIA STRAITS, &c. ...... C. FERD. LARISZ ... Ger. str. 📜 HAMBURG-AMERIKA LININ ... On 23rd Dec. HAVRE, ANTWERP & HAMBURG VIA STRAITS, &C. Andalusia ........ Schmidt ...... HAMBURG-AMERIKA LINIE ... Ger. str. ... On 3rd Jan. RHENANIA ..... NAPLIS, PLYMOUTH, HAVRE, BREMEN & H'EURO Gor. str. .. HAMBURG-AMERIKA LINIE ... On 14th Dec. OTTO BERG . ..... ODESSA (Direct)..... Rus. str. 📜 Bradley & Co..... About 3rd Dec. ODESSA ...... PETRONIA .... MELCHERS & Co. .... Rus. str. About 10th Dec. NEW YORK FAINT PATRICK .... ! Brit. str. ... DODWELL & Co., LTD. About 10th Dec. NEW YORK VERONA ...... Ger, str. Dobronz ...... CARLOWITZ & Co..... About 17th Dec. VANCOUVER VIA SHANGHAI JAPAN, &c...... Brit. str. .. \*\*\*\*\*\* CANADIAN PACIFIC R. Co..... To-day, at Noon. VANCOUVER VIA SHANGHAI JAPAN, &c...... EMPRESS OF JAPAN CANADIAN PACIFIC R. Co..... Brit. str. ... On 20th Dec., at 4 P.M. VICTORIA (B.C.) & TACOMA VIA JAPAN ...... PLEIADES ..... F G. Purrington .... Dodwiell & Co., Ltd..... Am. str. .. About 20th Dec. SOUTH AMERICAN PORTS VIA JAPAN POBIS W. C. T. S. Filmer .... Toyo KISEN KAISHA ...... KABATO MARU ..... AUSTRALIAN PORTS VIA MANILA ...... , ....... McAribur ...... Gibb, Livingston & Co..... On lat Dec., at 10 A M. AUSTRALIAN PORTS VIA MANILA ..... C. Lindbergh BUTTERFIELD & SWIRE ...... On 3rd Dec AUSTRALIAN PORTS VIA MANILA ...... Prinz Sigismund... Lenz ..... MELCHERS & Co. Ger. str. On 11th Dec., at Noon. YOKOHAMA, KOBE & VEADIVOSTOCK....... CAMBODIA .. ...... Миссины & Со. ..... \*\*\*\* \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* About 3rd Dec. YOKOHAMA & KOBE T. Moore ....... BUTTERFIELD & SWIRE ...... Brit. str. ... On 13th Dec. DAPHNE ..... TSINGTAO, NAGASAKI & VLADIVOSTOCK Ger. str. .. HAMBURG-AMERIKA DINIE ... \*\*\*\*\*\*\*\*\*\*\* To-morcow. SHANGHAI DELHI ..... J. D. Andrews, R.N.R. P. & O. S. N. Co. Brit. str. ... About 30th just. SHANGHAL Brit. str. ... KALGAN .... BUTTERFIELD & SWIRE On 1st Dec. SHANGHAI VIA SWATOW, AMOY & FOOCHOW ...... Soshu Maru ..... T. Suruga ..... OSAKA SHOSEN KAISHA ...... Jap. str. .. On 2nd Dec., Daylight. SHANGHAL KOBE & YOKOHAMA ...... HORENSTAUFEN ... Jacgor ...... HAMBURG-AMERIKA LINIE Ger. str. .. + On 2nd Dec. SHANGHAI HANGCHOW..... Brit. str. .. : Mawley ..... BUTTERFIELD & SWIRE ..... On 3rd Dec. SHANGHAI HANGSANG ..... Brit. str. ... Spincer Wilde ...... JARDINE, MATHESON & Co. ... On 4th Dec. at Noon SHANGHAL J. Warrack ...... BUTTERFIELD & SWIRE ..... Brit. etr. ... NANCHANG ..... Ou 5th Dec H. Harder Liangehow ..... BUTTERFIELD & SWIRE ...... Brit. str. ... On 5th Dec. SHANGHAI, NAGASAKI, KOBE & YOROHAMA..... P. E. FRIEDRICH ... MELCHERS & Co. ..... Ger. str. \*\*\*\* \* \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* Ou 5th Dec. SHANGHAI, KOBE & YOKOHAMA ..... Ambria ...... Gor, str. .... HAMBURG-AMERIKA LINIE On 5th Dec. SHANGHAI & JAPAN Nubra ..... F. J. Fox ...... P. & O. S. N. Co. Brit, str. About 8th Dec. TAMSUI VIA SWATOW & AMOY ...... JOSHIN MARU ..... H. Ohta ...... OSAKA SHOSEN KAISHA ..... Jap. str. ... On 2nd Dec., Daylight. ANPING VIA SWATOW & AMOY ...... FUKUSHU MARU ... S. Ito ....... OSAKA SHOSEN KAISHA ..... Jup, str. ... On 4th Dec., Daylight. AMOY & SHANGHAI..... KIUKIANO ..... Miller ...... BUTTERFIELD & SWIRE ..... Brit. str. ... To-morrow. AMOY & MANILA Rubi..... R. Almond ...... Shewan, Tomes & Co.

### EAST ASIATIC CO., LTD., HAMBURG-AMERIKA COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOCK.

SWATOW, AMOY & FUOCHOW ...............

MANILA .....

KUDAT & SANDAKAN.....

SINGAPORE, PENANG & CALCUTTA,.........

SINGAPORE, PENANG & CALCUTTA .....

JAVA PORTS.....

SINGAPORE, PENANG & CALCUTTA ......

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. STEAMERS

DATE OF SAILING, DESTINATION MARSEILLES, HAVRE, COPEN-"SIAM HAGEN, SCANDINAVIAN, R'SIAN About end of Nov. and GERMAN BALTIC PORTS... YOKOHAMA. KOBE On or about 3rd Dec. VLADIVOSTOCK ODESSA ... "PETRONIA ... On or about 10th Dec.

> For Further Particulars, apply to MELCHERS & CO.,

HAIMUN .....

Loongsang.....

ZAFIRO .....

GREGORY AFCAR....

Suisang .....

LAISANG .....

TJIBODAS .....

Brit. str. ..

Brit. str. ...

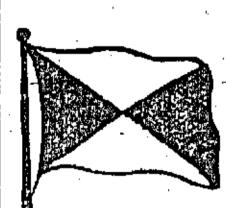
Brit. str. ..

Brit. str.

Brit. str.

AGENTS.

Hongkong, 29th October, 1996,



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Stemmers between Hongkong and Manile. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

1 :: :	STEAMSH1F	Tons.	CAPTAIN	FOR	SAILING DATE.
1	RUBI	2540	R. Almond	Amoy & Manila.	On 30th Nov., 5 PM.
	ZAFIRO	2540	R. Rodger	Manila.	On 8th Dec., Noon.
	For Freight o		S	HEWAN, TO	ANAGERS.
J	Hongkong, 26th A	lovember,	19-6.		[15



#### HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ

CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST)

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. Hongkong, 13th November, 1906.

## INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) STEAMERS TO SAIL. \*SINGAPORE, PENANG & CALCUTTA "SUISANG" ...... Friday, 30th Nov., 3 P.M.

Taking Freight and Passengers to other \* MANILA ...... "LOONGSANG" ... Friday, 30th Nov., 4 P.M. + SHANGHAI ...... "HANG JANG" ... Tuesday, 4th Dec., Noon. "SINGAPORE, PENANG & CALCUTTA "LAISANG" ..... Tuesday, 4th Dec., 3 P.M. "These Steamers have superior accommodation for First-Class Passengers and are fitted

throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Chefco, Tientain, Newchwang & Yangtaze

For Freight or Passage, apply to Hongkong, 28th November, 1906. JARDINE, MATHESON & CO., GENERAL MANAGERS.

## PASSENGER SERVICE.

JARDINE, MATHESON & Co. ...

A J. Robson ...... Douglas Laprair & Co....

R. Rodger ..... SHEWAN, TOMES & Co. ......

F. Sembill ..... MELCHERS & Co. .....

S. H. Belson ..... DAVID SASSOON & Co., LD......

T. A. Mitchell ....... JARDINE, MATHESON & Co. ...

JARDINE, MATHESON & Co. ...

Zwart ...... JAVA-CHINA-JAPAN LIJN ......

A. G. Smith

HABSBURG ...

BY the new steamers, "RHENANIA," "HARBBURG" and "HOHENSTAUFEN." These steamers offer to the rubble the bighest confer to steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

" These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the steamers " Scandia" and "Silesia" carry first-class passengers. Return tickets issued at reduced rates available for two years. Throughtickets to be

had to New York via Naples and Hamburg. NEXT SAILINGS OUTWARD FOR SHANGHAI, KOBE, YOKOHAMA (TSPNGTAU, CHEFOO AND TIENTSIN

VIA SHANGHAL) HOHENSTAUFEN ... Capt. Jaeger 2nd December SILESIA 2nd January SCANDIA ... Capt. v. Doehren ... let February

NEXT SAILINGS HOMEWARD. FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, AND HAMBURG.

Capt. v. Hoff ... 14th December RHENANIA ... HOHENSTAUFEN ... Capt Jaeger SILESIA 8th February Capt. v. Doebren

NEXT SAILINGS OUTWARD. HOHENSTAUFEN FOR SHANGHAI, KOBE & YOKOHAMA... 2nd December FOR SHANGHAI, KOBE & YOKOHAMA ... 5th December FOR SHANGHAI, KOBE & YOKOHAMA ... . 45th December ALESIA FOR SHANGHAI, KOBE & YOKOHAMA .. 29th December NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN. Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, LISBON, OPORTO, LONDON, LIVERPOOL, GLASCOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PESSIAN SERVICE" to Arabian and

Persian Gulf Ports. FOR HAVRE, ANTWERP & HAMBURG ... 3rd December \*RHENANIA FORNAPLES, PLYMOUTH, HAVRE, BREMEN & HAMBURG 14th Dec. C FERD. LAEISZ ... FOR HAVRE & HAMBURG ... ... FOR HAVRE, ANTWERP & HAMBURG ... 3rd January ANDALUSIA

COAST SERVICE. DAPHNE ... FOR TSÍNGTAO, NAGASÁKI & VLADÍ VUSTOCK 29th November

## NORTHERN PACIFIC LINE.

BOSTON TOWBOAT CO. BOSTON S. S. CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

#### PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA VIA .

## NOJI, KOBE AND YOKOHAMA.

,	Steamel 8	Tons.	Captiin.	Sailing Date.
	† PLEIADES ‡ LYRA SHAWMUT ‡ HYADES	$\frac{4,417}{9,606}$	F. G. Purrington	On 29th December. On 23rd January.
*	• · · · · · · · · · · · · · · · · · · ·		Cargo only.	

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of there vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried HE Steamship in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

DODWELL & CO., LIMITED, QUEEN'S BUILDINGS. GENERAL AGENTS. Hongkong, 29th October, 1906.

VESSELS ON THE BERTH NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAO, "LAHAD DATU, LABUAN. JOLO, ZAMBOANGA AND MENADO.

THE Steamship

"BORNEO," Captain F. Sembill, will be ready to load on the 24th instant For Freight or Passage, apply to NORDDEUTSCHER LLOYD. MELCHERS & Co.,

Hongkoug, 23rd November, 1906. EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Manifa, Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand. TASMANIA, &c.)

### THE Steamship

"EASTERN, Captain McArthur, will be despatched for the above Ports on SATURDAY, 1st December,

at 10 A.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigorating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B .- To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agonts. Hongkong, 31st October, 1906 THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS. TRALIA, INDIA, ADEN, EGYPT.

MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. PHROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

On 30th inst., at 5 P.M.

To-morrow, at Daylight,

On 30th inst., at 4 P.M.

On 30th inst., at 3 P.M.

On 4th Dec., at 3 P.M.

On 8th Dec., at Noon.

Quick despatch.

To-day, at 3 P.M.

Quick despatch.

"MALTA," Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 1st December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. Himalaya, 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London :

other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in | London on 12th January, 1907 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT Superintendent. Hongkong, 20th November, 1906.

THE NORTHERN STEAMSHIP CO., LD., OF ST. PRTERSBURG.

FOR ODESSA (DIRECT). / MHE Company's Steamship

"OTTO BERG," will be despatched for the above Port on or

about the 3rd December. For Freight & Further Particulars, apply to BRADLEY & Co., Agents,

Hongkong, 16th November, 1906. [2103] REGULAR STEAMSHIP SERVICE. (WITH LIBERTY TO CALL AT MALABAR

COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. "SAINT PATRICK" ... 10th Dec. "SATSUMA" ... ... ... 11th Jan. For Freight and further information, apply to DODWELL & CQ., LD.,

Hongkong, 12th November, 1906, COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



STEAM FOR SAIGON. SINGAPORE, BATAVIA COLOMBO, CALCUTTA BOMBAY, ADEN DJIBOUTL EGYPT. A MARSEILLES, LONDON, MEDITERRANEAN AND BLACK SEA PORTS:

Agents.

THE Steamship

"ERNEST SIMONS," Captain Bourdon, will be despatched for MARSEILLES, on TUESDAY, the 11th December, at 1 P.M. This Steamer connects at Colombo with the Australian line s.s. -----, bound for Marseilles via BOMBAY and Aden. Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Next sailings will be as follows:

S.S. "POLYNESIEN" ... ... 25th Dec. 8.8. "CALEDONIEN"... ... 8th Jan 8.S. "SALAZIE" ... ... 22nd Jan. S.S. "OCEANIEN" ... 5th Feb. G. DE CHAMPEAUX, Agent.

Hougkoug, 28th November, 1906. DAMPFSCHIFFS-RHEDEREI"UNION ACTIEN-GESELLSCHAFT.

FOR NEW YORK. (With Liberty to Call at the Malabar Const.

"VERONA,"

Captain Dobrouz, will be despatched for the above Port on or about MONDAY, the 17th. December. Fer Freight, apply to

CARLOWITZ & Co.,

Hongkong, 5th November, 1906.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

P	<b>J</b> R	STRAMERS	TO SAIL	RHMARKS,
SHANGHAI.		ELHI Capt. J. D. Andrews, R.	N.R.   About 30th N.R.   November	Freight and Passage.
LONDON, &c., v	/IA UHUAL PORTS M	Capt. R. A. Peters	Noon, 1st December	See Special Advertisemen
MARSEILLES ANTWERP	LONDON and S	UMATRA Capt. E. W. Bruce	} About 5th December }	Freight and Passage.
SHANGHAI at	ni JAPAN (N	UBIACup <sup>1</sup> F. J. Fox	About 8th December	Freight and Passage.
For fi	urther Particulars, a	pply to		
	•		· E. A. HEW	ETT,
		• •	Supo	rintendent.
Hongkong 2	7th November, 1906.			П

#### NAVIGATION CO. CHINA LIMITED.

FCFR	STEAMERS	TO SAIL.
AMOY and SHANGHAI	+ "KIUKIANG"	On 29th November.
SHANGHAI		
QUANCITAT		On 1st December.
SHANGHAI	† "HANGCHOW"	On 3rd December.
MANILA, ZAMBOANGA, PORTY	•	
DARWIN, THURSDAY ISLAND,	•	
COOKTOWN, CAIRNS,	+ · "TRINAN"	O= 2 2 D
TOWNSVILLE, BRISBANE,	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	On our December.
SYDNEY and MELBOURNE		
CALLY TAKE AND TO THE TOTAL TO THE TAKE		•
SHANGHAI	† "NANCHANG"	On 5th December.
SHANGHAI	T "DIANGUROW"	On 5th December
YOKOHAMA and KOBE	*"CHANGSHA"	On 19th December :
The attention of Passengers is directed	nd to the enverious answers	Ou look December,
tramers which are fitted throughout with F	laster Timber Tradester Tradester	Mation offered by these
surgeon is carried.	190 CLIC TURBER OF LIABILIST	able. A duly quelified
Quigous in carriou.	· ·	
+ Taking Cargo on through bills of ladie	ng to all Yangtsze and North	hern China Ports
T lawing cardo and Lussendere of the	ough rates for all New Z	saland Ports and other
erantion I Alia.		•
REDUCED BALOON FARES, SING	GIR AND DEPTEN	MA SELECTION ASSESSMENT
A TORNOLA	TIATE AND RELUDA	TO MANIJA AND
AUSTKA	LIAN PORTS.	
For Freight or Passag	ze, apply to-	
		A CHILDS
	BUTTERFIGG	) & SWIKE,
		— •

### Hongkong, 28th November, 1966.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FURMOSA.

ACCENTS.

PROPOSED SAILINGS FROM HONGKONA-SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. OHTA	SUNDAY, 2nd Dec., at DAYLIGHT.
+ SHANGHAI VIA SWATOW, { AMOY AND FOOCHOW {	"SOSHU MARU" Capt. T. SURUGA	SUNDAY, 2nd Dec., at DAYLIGHT.
* ANPING VIA SWATOW {	"FUKUSHU MARU" Capt. S. Ito	TUESDAY, 4th Dec., at DAYLIGHT.
* These Steamers have excellent ac are fitted throughout with electric lig † Taking Cargo on through Bills of For Freight, Passage, and further at Second Floor, No. 1, Queen's Build Hongkong, 28th November, 1906.	nt. First-class Saloon Amid: of Lading to all Yaugtsze and information, apply at the Con-	hips. Unrivalled Table. Northern China Ports.  apany's local Branch Office

## PASSENGER SEASON 1907.

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

MARSEILLES AND LONDON. VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

## "MACEDONIA,"

10,500 Tons, Capr. C. D. Bennett, R.N.R.

WILL BE DESPATCHED AT NOON.

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES-£61 FIRST AND £42 SECOND SALOON, TO LONDON-£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

Hongkong, 11th October, 1906.

E. A. HEWETT, Superintendent.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, RREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGRES AND LUGGAGE

TAKING CARGO ON THEOUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS, PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

WEDNESDAY

STEAMERS. SAILING DATES. 5th December PRINZ REGENT LUITPOLD WEDNESDAY 19th December PRINZ EITEL FRIEDRICH WEDNESDAY 2nd January SEYDLITZ ... WEDNESDAY 16th January PRINZ HEINRICH 30th January GNEISENAU ... WEDNESDAY 13th February PREUSSEN ... 27th February PRINZESS ALICE WEDNESDAY 13th March PRINZ LUDWIG WEDNESDA Y ... 27th March 10th April PRINZ REGENT LUITPOLD 24th April PRINZ EITEL FRIEDRICH

ON WEDNESDAY, the 5th day of DECEMBER, 1906, at Noon, the Steamship BUELOW," Captain Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on Monday, the 3rd Dec. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 4th Dec., and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 4th Dec. Concents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesse. Linea can be washed on loard. RATES OF PASSAGE MONEY FROM HONGKONG: 2nd Chass

TO NAPLES, GENOA AND GIBRALTAR £61 0 0 £42 0 0 £22 0 0 91 0 0  $63 \ 0 \ 0$ 33 0 0 TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG ... 65 O O 44 0 C 24 0 0 97 + 0 + 0-66 O O 36 0 0 \* To NEW YORK VIA SUEZ VIA NAPLES, GENOA OR GIBRALTAR 47 0 0 VIA BREMEN OR SOUTHAMPTON . 68 0 0 46 0 0  $27 \cdot 0 \cdot 0$ 123 0 0 83 0 0 49 0 0 \* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and

travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense, Tour VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included. INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer. from PORT SAID.

#### JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN. HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG-(SUBJECT TO ALTERATION). STEAMER PRINZ SIGISMUND 1793 tons ... TUESDAY, 8th Jan. MANILA ... TUESDAY, 5th Feb. N TUESDAY, the 11th DECEMBER, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above,

The Steamer has splendid accommodation and carries a Doctor and a Stewardess Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGHONG; 1st Class 2nd Class 3rd Class Ist Class 2nd Class To MANILA ... ... \$50.— \$30.— \$20.— return \$80.— \$50.— ... £28.— £18.10 £14.00 return £42.— £27.15 ... £30.— £20.— £14.— return £54.— £36.— To SYDNEY ... ... ... £33.— £23.— £15.— return £59.1 £41.10 To MELBOURNE ... ... £34.10 £24.10 £16.— return £62.5 £44.5 TO YOKOHAMA ... ... 380.00 \$60.00 \$40.00 return \$170.00 \$120. ... \$95.00 \$70.00 \$50.00 return \$170.00 \$120. To YOKOHAMA and back from KOBE

to HONGKONG ... ... ... \$140.00 \$100.00 THROUGH RATES OF PASSAGE MONEY FROM HONGRONG: 1st Class To EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer £97. 0. 0.

To EUROPE via AUSTRALIA and AMERICA

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent

Express Steamers of N.D.L. SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH" ... Wednesday, 5th Dec.

SHANGHAI, NAGASAKI, SEYDLITZ" ... ... Wednesday, 19th Dec. TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O. S.S. Co., T. K. K. and from New York to Europe by the Magnideent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

1st Class To London via Plymouth or Southampton £62. 0. 0. To Bremen To Paris via Cherbourg To Naples, Genoa via Gibraltar

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment. NORDDEUTSCHER LLOYD.

PASSENGER SEASON 1907.

MELCHERS & CO., AGENTS.

For further Particulars, apply to

DAYS TO ITALY 25

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons Reg. "PRINZESS ALICE" 10,911, ON MARCH 13TH. CAPT. CH. POLACK.

TONE REG. "PRINZ LUDWIG" 10,500, ON MARCH 27TH. CAPT. VON BINZER,

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

Hongkong, 12th October, 1906.

MELCHERS & CO., AGENTS.

## CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCQUVER.

R.M.S. "ATHENIAN" "EMPRESS OF "TARTAR" "EMPRESS OF "MONTEAGLE" "EMPRESS OF	CHINA" 6,	下。 882 ;; 000 ;; 425 ;;	•ns	(Subject to Alteration).  LEAVE HONGKONG ARRIVE VANCOUVER WEDNESDAY, 28th Nov 22nd Dec. Thursday, 20th Dec 7th Jan. Wednesday, 9th Jan 2nd Feb. Thursday, 17th Jan 4th Feb. Wednesday, 23rd Jan 16th Feb. Thursday, 14th Feb 4th Mar.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon. THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express; and at Quebec with the Company's NEW PALATIAL "EMPRESS" Stommships' 14.500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 291 days from HONGKONG.

Hongkong to London, 1st Class......via St. Lawrence £60; via New York £62. Intermediate on Steamers i R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SIFCIAL RATES (First class only) granted to Missionaries, Monthers of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chi a For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply t.

D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya opposite Blake Plar.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE-BETWEEN

JAVA, CHINA AND JAPAN.

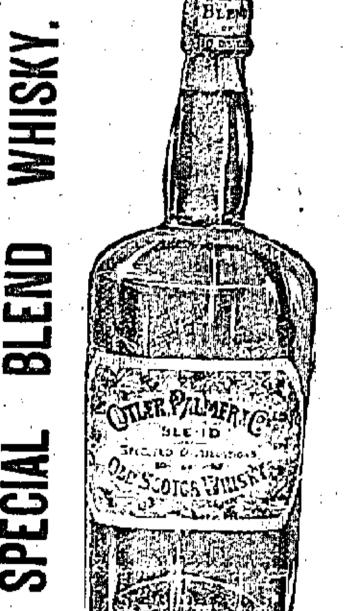
STEAMER	From	- Expected on or about	WILL LEAVE FOR	On or abour
TJIBODAS	JAPAN	First half of December	JAVA PORTS	First half of
TJIPANAS	JAVA	First half of December	JAPAN	Percombar First half of
TJILIWONG.	JAPAN	First half of December	JAVA PORTS	Dicombor First half of
TJIMAHI	JAPAN	Second half of December	JAVA PORTS	December Second half of December
TJILATJAP	JAVA	First half of January	JAPAN	First half of

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands Indian parts on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

York Buildings, 1st Floor. Hongkong, 27th November, 1906. JAVA-CHINA-JAPAN LIJN. Telephone No. 375.



SHIPPERS CUTLER, PALMER & Co., LONDON. AGENTS

SIEMSSEN & CO., HONGKONG

MATITSU BISHI GOSHI-KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. al ABC 5th Ed., Western Union Codes used. All Letters Addressed: MANAGER, MITSU BISHI Co., with name of place under; BRANCH OFFICES :-

NAGASAKI, MOJI, KOBE, KAPATSU SHANGHAI, HONGKONG LD. HANKOW. AGENCIES: --

YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACONDRAY & Co. SOLE PROPRIETORS of Takashima Ochi, Shinrew, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal

The Head and branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. T. MATSUKI, Manager, Hongkong, No. 2, P. der Street.

ON SALE

TOOUND VOLUMES of the HONGAONG D WEEKLY PRESS, January to June 1906. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong 27th July, 1906

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guus, 3,000 h.p., Coundr. E. La T. Leatham, Astraca, 2nd class bruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain C. L. Vaughan-Lee.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. E. C. W. Davison, Shanghai Britomart. gunboat, 710 tons, 800 h.p., Lieut. W. L. Bamber, Yangiese Cadmus, British sloop, 1,070 tons, Coundr. B. L. Majendie, Shanghai

Clio, British sloop, 1,070 tons, Comdr. C. D. S. Raikes, Hongkong Diadem, 1st class cruiser, 11,000 tons, 16 guns,

16,500 h.p., Capt. H. W. Savory, Mauila Fame, torpede-boat destroyer, 360 tons, 6 guns, 5,700 h.p., I ient.-Comdr. Gresson, Hongkong

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Capt. Grant Dalton, Weihaiwei Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Cox, Hongkong Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4000 h.p., Lieut.-Comdr. P Henniker Heaton, Hongkong

Janus, torpedo-boat destroyer, 280 1 14, 6 guns, 3,900 h.p., Lt.-Comdr. Darwall, en route Hongkong Kent, cruiser, armoured, 9,800, tons, 14 guns,

22,000 h p., Captain S. V. Yde Horsey, Manila King Alfred, British cruiser, 14,000 tons, Capt. Cecil F. Thursby, Manila Kinsha, river gunboat, 331 tons, Lieut.-Comdr. P. Crabtres, Shanghai Monmonth, cruiser, 9,800 tons, Capt. J. A.

Tuke, Manila Moorhen, river gunboat, 180 tons, 2 gunr, Lieut.-Comdr. Vaughan, West River Nightingale, river gunboat, 85 ton . 240 h.p., Lient. Comdr. R. S. Roy, R.N., hanghai Otter, torpedo-beat destroyer, 350 tone, 6 gaus, 6300 i.h.p., Lt.-Comdr. Kiddle, en route

Hongkong Robin, river gunboat, 85 tons, 2 guns, 346 h.p., Lient. Comdr. Walcott, West River Sandpiper, river gunbout, 85 tons, 2 gans, 240 h.p., Lieut.-Comdr. H. T. Atlay, West River Snipe, river gun-boat, 85 tons, 2 guns, 219 h.p., Lieut.-Comdr. T. J. S. Lyne Yangtsze

Taku, torpedo boat destroyer, Hougkong Tamar, receiving ship, 4,600 ton. o guns, Commodore H. P. Williams, at Hongkong Teal, river gunboat, 180 tons, 2 guns Lieut. Comdr. Secretan, on Yangtez. Thistle, gunboat, 710 tons, 900 h.p., Lieut.-

Comdr. West, Yangtsze Virago, torpodo-boat destroyer, 360 tens, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Stevenson, Hongkong

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Comdr. A. W. Glennie, Long Harbour Whiting, torpedo-boat destroyer, 360 tons, 6 gune, 5,900 h.p., Lieut, Comdr. C. E. L. Thomas, Hongkong

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt-Comdr. G. B. Spicer-Simson, Yangtsze Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. J. Todd, Yangiaze Woodlark, gunboat, 15 tons, 2 gons, 550 p.h., Lieut.Comdr. J. F. Knox, Yangtsze

NATAL LINE OF STEAMERS

/NIHE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line ne prepared to issue THROUGH BILLS OF LADING for all the principal ports b SOUTH AFRICA, in connection with INDO-CHINA STAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every for night For Freight and further particul is,

apply to DODWELL & CO., LIMITED. General Agents for China and Japan Hongkong, 4th August, 1898.

#### POST OFFICE NOTICES

The Delhi, with the English mail of the 2nd November left Singapore on Saturday, the 24th inst. at 3 p.m., and may be expected here to morrow. This packet brings replies to letters despatched from Hongkong on the 2nd October, and the parcel mails closed in London for

POR	PER -	DATE
Swatow, Amoy, Foochow and Shanghai	Shoshu Maru Hongkong Nubia	
Thanghai, Nagnaaki, Kobe, Yokohama, Victoria, B.C. and Vancouver, B.C.		Wednesday, 28th, 11.00 A.M.
Macao Singapore, Penang and Calcutta Swatow, Amoy and Forchow Tsington, Nagasaki and Vladivostock		
Shanghai, Nagasaki, Kube, Yokohama and }	Minnesota	Thursday, 29th, 11.00 A.M.
Macao Amey and Shaughai Manila, Phursday Island, Cooktown, Cairne,	Henam Kiukiang	
Townsville, Brisbaue, Sydney, Hobert Launceston, New Zealand, Melbourne, Adelaide and Porth	Nikko Maca	Friday, 30th, 10.00 A.M.
	· · · · · · · · · · · · · · · · · · ·	Friday, 30th, Printed Matter and Sam- ples 10.00 A.M.
BHANGHAI, NAGASAHI, KOBB, YOKOHAMA, HONOLULU and SAN FRANCISCO	Doren	Registration 10.00 A.M. (Registration, with lat- fee of 10 cents, up to
Marca postage in central interest interest		Registration, Kowloon B.O
Macao	Saisang Loongsung	Friday, 3 th, 1.15 P.M. Friday, 30th, 2.00 P.M. Friday, 3 th, 3.00 P.M.
Amoy and Manda		Friday. 30th, 400 p
Manils, Timor, Port Darwin, Thursday Island Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Porth	Eastern	Saturday, lat, 900 A.M
EUROPE, &c., India via Toti ocin		Saturday, 1st, Printed Matro and Sam, ples

## MONARCH OF ALL NON-ALCOHOLIC BEVERAGES.

Malta ......

PER TOZ. -

PER CASE OF 5 DOZ



-82.60\$1200

Registration ... 10.00 A.M

(Registration, with lat-

10.45 A.M.)

No late fee.

fee of 10 ceuts, up to

Registration. Kowloon

В.О. ..... 10. с а.м.

Letters ... .... 11.00 A.M.

Can be taken by itself or improves any spirit, it is Blended with-

THE "LANCET' SAYS:-

"Anti-Laria is an agreeable effervescent Beverage, designed for regular use We have seen the formula of the preparation, which seems an excellent one."

SOLE AGENTS-

(Supplementary mail on board up to the

time fixed for departure of the mail.

Extra Postage 10 cents.).....

in time for the first clearance will be

(Letters posted in all the Paller Boxos

included in this contract mail.) .....

The Parcel mail will be closed on Fria

## H. RUTTONJEE.

WINE AND SPIRIT MERCHANT. [2023

Hongkong, 23rd November, 1906. Regular Meeting of the Eothen Mark Lodge, Freemason's Hall, 8.30 fer 9 p.m. TO-MORROW Sale, Household Furniture. Sales Room, Mr C. de M. C. Vieira-Ribeiro, 2.30 p.m.

# COMMERCIAL.

	· · · · · · · · · · · · · · · · · · ·	
	CLOSING QUOTATIO	ONB.
		Nov. 27th.
(	CH LUNDOM,—	
	Telegraphic Transfer	
	Lank Hills, on demand	
	Benk Bills, at 30 days' sigh	t 2/3
	Pank Bills, at 4 months sig	ht2/37
	Credits, at 4 months sight.	2/81
	Documentary Bills, 4 months	$^{\circ}$ eight $2/4_{1.5}$
	On Paris.—	
	Bank Bills, on demand	2863
	Credits, at 4 months night.	291
	CH GREMANT	
	Cp deziand	2354
	CN NIW YORK.	
	Lank Bills, on demand Credite, 60 days' sight	551
		•••• 56½
-	CN BOMBAT.—	
	Telegraphic Transfer	1681
	Bank, on demand	169
	ON CALCUTTA-	
	Telegraphic Transfer	1684
	Bank, on demand	. 169
	CN SHANGHAI.	
	Pank, at sight	
	Frivate, 30 days' sight,	
	CN YOKOHAMA.—On demand	**************************************
1	On Marila.—On demand—Per	504 — 1112
	CR SINGAPORE.—On demand	27 p.o. p.n
,	( x BATAVIA,—On demand	Olesen
- ]	CN BAIRBONG.—On demand	
	Cn SaigenOn demand	2. p.o. p.n
<b>-</b> , '	On Banckok.—On demand	4. <b>4</b> 0.75
	SCHEREIGNE, Bank's Buying Ro GCLE LEAF, 100 fine, per tael	10 4, @0.70 · 0.70 10
;	HAR SILVER, per os.	20 H
-	E.S. TOTAL AND BALL OD: POSSESSESSESSES	******** 02 § Ž
	OPIUM.	
	~~	'57. AHIT

Malwa New ..... \$820 to —

Malwa Old posteria \$80 Malwa Older ..... \$940 Malma V; Old ..... \$989 Persian fine quality 1650 Persian extra fine. \$720 Patus Old...... Benares New .....\$890 Beneres Old...... --

PASSENGERS. ARRIGIVED.

Per Rubi, from Manila, Mrs. A. Norton, C. O. Jennings, Messes. D. M. Flemming, F. Benton, C. Yarneberg, W. H. Gillahes, and H. W. McCulley. Per Hangsang, from Shanghai, &c., Mrs.

Steekhausen. Per Haimun, from Coast Ports, Meinis, Moss, Thomas, Phillips, Freiswigh, Fuller, Moreno, Thompson, Anderson, Garrell, Delaney, Mrs. Lessins, and Mrs. Bergholz.

Per Nikko Maru, frem Nagasaki for Hongkong. Mrs. Lyons, Miss Matheson, Messrs. I. Aldenese, H. Darton, Mrs. Karmer, Mrs. Swers, and Mrs. Polli; for Manila, Consul S. Akatsuka, Mrs. Akafsuka and child, Bishop J. Johnson Rev. and Mrs. M. Johnston, Mrs. H. Wise, Mrs. E. Robertson, Miss Robertson, Dr. and The Mrs. C. Ferr, Mrs. Farr, Mrs. E. Pratt, Mrs. J. Barney, and Mr. C. Birch; for Sydney, Mrs. Reid, Mes B. Reid, Miss M. Reid, Mrs. J. Russell, Mrs. S. Wilson, Master H. Wilson, Mr. G. Denbigh, Miss E. Denbigh, Miss R. Mc-Forran, Mr. G. & mith, Mr. and Mrs. J. W. Clayton, and Mr. C. Muckinnon; for Melbourne, Tu Mr. R. Gallitt, Mrs. E. Stephens, Miss M. Wynne, and Miss E. M. Bryans.

Per Coplie, from fan Francisco, &c., Mr. and Mis. W. S. McLerd, Dr. and Mrs. W. A. Christensen and infant, Miss S. T. Ragon, Messrs. H. G. Waddle, L. Spively, S. J. Wad. dington, Pev. and Mrs. W. J. Clark, Messrs. W. R. Oberlander, S. L. Fowler, J. B. Ferris, J. A. Stader, S. V. Cortelyen, R. Birch, F. Oclassen, E. M. James, F. R. Jensen, J. Allred, W. Viqubart, C. J. Guager, S Schattschneider, B. von Schmelling, Mr. and Mrs. C. E. Dibble and 2 children, Messrs. C. A. Smith, F. D. Kelly, A. P. Sedgley, P. Rhodes, W. T. Bertin. O. Brown, Lieut, and Mrs. C. Burnett, Mr. S. D. Duck, Mrs. S. M. Kinney, Misses S. and M. Kinney, Mr. and Mrs. C. J. McNitt, Mr. E. Mal ozy, Lieut, A. F. Brown, Messrs, C. E. Parsons, W. Hollard, W. G. Hoffmark, S. Stickney, C. F. Richmond, Dr. B. L. Burdette. Mesers, T. A. Stickle, T. J. Ryan, Mr. and Mrs. C. J. Farrow, Misses E. and M. Mellen, and Capt. W. Benson.

Per Polynesien, for Hongkong from Marm. | seilles. Mr. a d Mrs. Warlement and infant and | Barometer 4 P.M. 30.12 Therm. (Wetbulb) 4 P.M.61 Mr. Lactoix; from Colombo, Miss Humphrey m | and Mr. Dumo; from Singapore, Mr. Stewart m. and Dr. Kew; from Saigon, Mrs. Biedermann, Messrs. P. G. Elliot, A. Rene, and Lapouyade; for Shanghai from Morseilles, Mr. and Mrs. Rognon, Mesars. P. Huber, J. N. H. Osborne, Narzoli, Reversee, Mr. and Mrs. Casaux and child, Mr. and Mrs. Tillot, Mr. Juvet, Mr. and Mrs. Johnston, Messrs. Gaudineau, Fitz Henri, Rev. P. Gutinelle, Mrs. Ravetta, Messrs. Beauvais, Sharbeck, Nicolai, Garti, Combe Fraulz. and Cheneval; from Port Said, Mesers, Salomon and Sierbs; from Colombo, Miss Fighbon and Mr. Ravetta; from Singapore, Mr. and Mrs. Dieppenheim, Mrs. Rosemthal, Messrs. Schaepmenn and C. Schepherd; from Saigon. Mr. Dughton; for Kobe from Marseilles, Mrs. Lyons and Miss Rosemblat; for Yokohama from Marseilles, Mr. and Mrs. Viel, Mr. Fevre and son. Mr. and Mrs. Marthoud; from Saigon, Messrs. H. Dumend, P. Guerin and G. Choguard.

DEPARTED. Per Tonkin, for Saigon, Mr. Jacques Jessula; for Singapore, Mr. and Mrs. H. L. Talbot and 2 children, Messre. C. W. Rogg, W. C. Struter, Henry H. Palmer, Mrs. Baronin v. Malizon, G. A. Warren, G. A. A. Frieswyk, and Dr. Schweizer; for Colombo, Mr. J. Cooper Reith and Mrs. Fogel; for Marseilles, Messrs. Longain.

J. F. Mear, Le Morvan and Pierre M. Flaties.

## JOINT STOCK SHARES.

Hongkong, November 27th. PAID UI Alhambra \$200 Banks-\$810, sellera Hongkong & S'hai... London, 203.10 National B, of China 46 | 447, buyers Hell's Asbestos E. A. ... 12s. 6d. \$7, sellors China-Borneo Co..... \$12 | \$10, cellers China Light & P. Co.. \$10 \$16, -ener-\$10 \$9.15, buyers China Provident ...... Cotton Mills-Ewo......Tls. 5.) Tls. 74. Hongkong ..... \$10 | \$13, wilers International ...... Ths. 75 Ths. 64. Laou Kung Mow ... Ths. 100 Ths. 85. Dairy Farm ......... Docks and Wharves-H. & K. Wharf & G. \$50: \ \$88!, buyers H. & W. Dock ..... \$50 \$150, sales New Amoy Dock ... \$61 \$161, seltera Shanghai Dock and Eng., Co , Ld ... [Tls. 100 | Tls. 108. S'hai & H. Wharf ... | 18, 100 | 11s. 230. Fenwick & Co., Geo... \$22, sellera Green Island Coment \$10 | \$194, buyers Hongkong & C. Gas...; £10 | \$175, buyers Hongkong Electric ... \$10 \$15, buyers H. H. L. Team ways ... **\$100** Hongkong Hotel Co .. \$50 | \$1121. Hongkong Ice Co ..... \$25 | \$236, sellers Hongkong Rope Co... \$10 | \$13 - cliers Il'kong S. Waterboat. \$10 ' \$7, buyers l aburances — Canton ..... \$50 | \$500, sellers China Fire..... \$95, sellers China Tyaders ..... \$25 | \$15, buyers Hongkong iro..... \$336. North China ..... £5 | Tia. 55. Union..... \$100 | \$770, sellors Yangteze ..... \$60 | \$165, sellers and and Building-HongkongLandinv.

\$10° | \$1C4, buyers Humphrey's Estate \$111, sellers Kowloon Land & B. \$30 Tls, 50 Tls 96 × new issu**s, sell**ers Shanghai Laud... Tle. 56, new jasue, WestPoint Building \$50 | \$50, sellers lining---Charbonnages ..... Fcs. 250 \$450, nominal 18/10 | \$81, buyers Philippine Co. \$10 \$6. Refineries— China Sugar ..... \$100 | \$145, sellers Luzon angar ...... \$100 | \$22, sellers Steamship Companies China and Munita... \$25 | \$23, sellers Douglas Steamship. \$50 | \$40, sellers H., Canton & M..... \$15 | \$274, sellers Indo-China S.N. Co. £10 180, buyers Shell Transport Co. £1 31/, sellers Star Ferry..... \$10 | \$26, buyer+ Do, New..... \$5 \$174, buyers South China M. Post. 525 522, buyers Steam Laundry Co... Stores & Disponsaries Campbell, M. & Co. \$10 \$32. Powell & Co., Wm. \$10 \$8, sollere \$10 \$3, sellers Watkins..... Watson & Co., A. S \$10 \$12;, sellers United asbestos ..... -\$4 . \$9, buyers

Do. Founders..... \$10 \$15% VERNON & SMYTH.

HONGKONG TIDE TABLE. From Nov. 28th to 4th Dec., 1906. To correct Zone Time add 23 min, and 18 sec.

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Hongkong Observatory, November 27th Previous Day On Date at Pate Barometer .... 80 9 Humidity ..... Wind Direction Force ... Highest open air Temperature on 26th ... Lowest open air Temperature on 2 th..... 62

MESSES, FALCONER & CO.'S REGISTER November 27th.

Barometer 9 A.M. 30 29 Therm. (Wetbulb) 9 A.M. 61 Barometer P.M. 30.10 Therm. (Wetbulb) 1 P.M.62. Thermom 9 a.m. 65 . Therm, Maximum ..... 68 Thermom. 1 P.M. 67 Therm. Minimum over Thermom. 4 P M. 68 night ......62

STEAMERS PASSED THE CANAL, Oct. 26th-Montgomeryshire, Glaucus, Nubia, Salazie, Sibirien. 30th-Helene Rickmers, Teucer. Miss Cailler, Mr. Pernot, Mr. and Mrs. Imbourg, Nov. 2nd-Polynesien, Ranagawa Maru. 6th-Ambria, Hohenstaufen, China. 9th-Pingsney, Nubia, Slavonia. 13th-Beneleuch, Suevia, Benvon, Sonhie Rickmers, Christiania, Indrasamha, Prinz Eitel Friedrich. 16th - Achilles, Glenlochy. Indramayo, Kintuck, Palermo, Radnorshive Yarra, Wakasa Maru, Sikh, 20th-Bengloe, Silesia (Ger.), Awaji Maru, Cornarvon, Se egambia, Rasbera. 23rd - Bentawers, Borneo, Kouang Si, Moyune, Patroctus, Tourane, Caesar, Erroll, Longsor.

> ARRIVALS AT HOME. Nov. 23rd-Prinz Ludwig Kawachi Maru.

NOT RESPONSIBLE FOR DEBTS.

TATEITHER the CAPTAIN, the AGENTS nor the OWNERS will be RESPONSIBLE Messes. Withelm Pucher, Thomas Robertson, for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour-

and 2 daughters. Rev. and Hon. T. R. Heneage, I. F. CHAPMAN, American Ship, R. Banfield-Arnhold, Karberg & Co.

## VISITORS AT HOTELS.

HONOKONO HOTEL Mr P. R. Adams Major J.O. Hut chinson Mics B. Hunt Mr. H. W. Andrews Mr. & Mrs. G. C. Appel Mr. R, Hunter Mr. W. S. Bailey Mr. G. H. Innes Mr. D. T. Ivins Mr. A. S. Baker Mr. H. G. Battiscombe Mrs, F. O. Jennings Mr. & Mrs. Bayly Mr. W. B. Jones Mr. J. P. F. Jokl Mr. B. B. Beattle r. & Mrs. J. Bell Mr. J. C. Jonghin Mr. A. F. Judd Mr. A. van Biervliet. (Vice - Consul for Mr. P. Kremer Belgium) Mr. 7. Krill Yr. R. J. Birbeck Mr. M. Krüger Mr. H. W. Bird Mr. P. Konze Mr. W. T. Law Mr. & Mrs. S. Bisney Major and Mrs. E Miss Bisney Mr. and Mrs. N. F. Lawless Mr. P. Lehre Blauch Mr. & Mrs. J. E. Lilly Mr. C. Blood Mr. & Mrs. W. Logan Mr. Boroand Mr. J. M. Boyd Mr. W. Logan Mr. and Mrs. V. A. Mr. H. Bramley

Mr. H. Breckwoldt Loucks Mr. F. G. Brighton Mr. F. H. Love Nv. G. L. Brighton Mr. F. C. Macdonald Mr. L. Broughalf Dr. O Marriott Mr. H I. Marsh Mr. L. F. Campbell Mr. A. Carter Mr. R. W. Mar-hall Mr. & Mrs. W L. Carter Mr. P. Meyer Major A. Chapman, Mr S. Mcore II.K.V.C. Dr. and Mrs. W. B. A Mr. B. F. Chapman Moore Mr. and Nrs. W. F. Mr. F. T. Chapple Morse Hon, and Mrs. W. Chatham Misy Morkens Miss Chatham Mr. W. R. Myors Major A. A. Chichester, Mr. and Mrs. R. H. Newborn DAA.G. Mrs A. A. Chichester Mr. A. G. Newington Mr H. L. Newman Mr J. D. Christie Mr. E. A. Nicholls Mr. M. O. Clark Mr. & Mrs. T. W. Clarke Mr. P. Nivoet Eng. Lt. & Vrs. Clogg Mr. II. E. Colvin Mr. J L. Connor Mr. A. H. Crook Mr. A. Cruicksbank

Mr. B. L. Packer Mr. W. Penke Mrs Pennington Mr. and Mrs. T. L Perkins Mr. A. R. Von der Mr. F. O. Davies Mr. and "rs. W. II: Pfordten Mr. L. D. I hilpot Donald Mass Donoghue. Mr. J. C. Philtips Mr. F. H. Doolittle Mr. W. A. Powell Mr. and Mrs. W. A. Mr. C. M. Preshaw Mr. H. Pritchard Mr. and Mrs. T. C. Mr. H. J. Reid Downing & infant Mr. F. I. Richardson Mr. W. S. Dupree Mrs. J. S. Roach & could Mr. G. A. Dunlop Mr. S. H. Rowoldt Mr. W. Einstmann Mr. and Mrs. N. H. Rutherford Miss F. E. Sandes Mr. R. Schween Rev. G. Searle Mr. B. Shen

Countess K. Esterhazy Mr IH. J. Fairchild Mr. B. Fischer Mr. H. G. Fisher Mr H. I. Fletcher Mr. C. B. Franklin Mr. and Mrs. F. Bruce Mr. F. T Freeland Sheppored Mr. & Mrs. W. A. Frost Mr. A. Skinn Vr. B. L. Frost Mr. J Spittles Mr. Denman Fuller Mr. W. 1. Stebbing Mr. Stuart J. Fuller Mr. H. Stephens: Mr. C. I. Stewart (American Vice-Consul General) Mr. P. D. Sutherland Mr. A. Gibson Mr. and Mrs. M. L. Capt. & Mrs. Gilmour Tho.epson Miss H. M. Thompson & maid Mr. A. Thompson Mr. A. W. Grant Mr. Th. Toledano Capt. T. A. Hall Mr. B. Brotherton Mr. H. J. Tophes Mrs. B. B. Tuttle Harler Mrs. W. H. Hacris Mr. W. von Uffel Mr. G. J. Wagner

Mr. S. Wood-Mr. A. B. Howes

Mrs. M. Wakefield

Mr. J. B. Wiehart

Mr. G. G. Wood

Mrs. Macd nald

Miss Mammatt

Master Ossorio

Mr. E. Reyss

Mr. J. Richards

Mr A. E Paine

Mr. B. Levis Paton

Miss Annie Peacock

Pennefather

Mr. E. Leigh Newman.

Mrs. A. Cszorio & maid

Mr. D. M. Nich olson

KING EDWARD HOTEL. Capt. and Mrs. Russell Miss S. M. Kinney Miss S. Kinney Major S. E. Barrett Mr. T. Kuwada Mr. R. L B rrett Mr. P. A. Lang eveldt Mr. Wm Bepson Mr. J. Lyons Vice Consul Legano, M Mr. S. Blass Mr. and Mrs. H. C. Mr. and Mrs. J. A. Browster Macanla . Dr. H. R. Macanlay Miss Florence Macinlay

Mr. E. O. Brownlow Mr. and Mrs. Thomas Cabill Mrs. Chaplin & maid Miss Chaplin Mr. & Mrs. T. Cohill Mr. H. J. Colaban Mr. and Mrs. Just Cormack Mr. C E. Cullen Mr. A. Cumming Mr & Mrs. A. Cunning- Capt. and Mrs. G. H.

Hon, E A. Hewett

Mrs. E. A. Hewett

Mr. & Mrs. A. Hocking

Mr. and Mrs. H. H.

ham Miss Dancy Mr. L. Delaney Mr. & Mrs. Van Deman Mr. H. Sieling ma d, native cervt. Mr. R.G. Elliott Mr. & Mrs. H. C. Fenn Mr. D. M. Fleming Mr. C. Fritzeho Mr. Fred. C. Hurley Mr. C. Ingenobl Mrs. C. M. Jack Mrs. Jackson & child

Pr. & Mrs. Murray L. dolineon Capt. Kafod Kendall Mr and Mrs. Herbert Mr. G. Williams Mr. N. Kimura Mrs. S. M. Kinrey

Mrs. A. Elizald, and Mr. and Mrs. S Silver-Mr. A. H. Silverstone Mr. M. L. Silverstone Miss N. Square Major Alex. Stack Mrs. Alex: M. Stark & Mr. C. Lindsay Stewart Mr. G. F. Story Mr. R. J. Tobin Mr. & Vrs. Warlomour Miss Warlom ur Major and Mrs. W. P. Mr. and Mrs. A. E. illsher

Mr. and Mrs. A. E.

Willsher

Dr. & Mr. Wright

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SHIPPERS CUTLER, PALMER & Co., LONDON AGENTS LANE. CRAWFORD & CO. HONGKONG

## HONGKONG, CANTON. MACAO X WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO. LD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons, Captain W. A. Valentiu". S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas. 8.8. "KINSHAN," 1,995 tons, Captain J. J. Lossins.

Hongkong to Canton daily at 8 a.m. (Sunday excepted), (Saturday excepted), Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River:

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMS ) (I' C), LD

HONGKONG-MACAO LINE. S.S. "HONAM," 2,363 tons, Captain H. D. Jones,

Departures from Hongkong to Macao on week days at 2 p.m. SUNDAY SPECIAL EXCURSIONS. leaving Hongkong at 9.30 A.M., and a Second Departure about 7 p.m. Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a Second Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

CANTON-MACAO LINE.

8.8. "LUNGSHAN," 219 tons, Captain T. Hamlin Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBO, T CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "BAINAM," 588 tons, Captain J. Willox. S.S. "NANNING," 569 tons, Captain A. McKinnon,

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-

HONGKONG. CANTON AND MACAO STEAMBOAT CO., LD.

Or of BUTTERFIELD & SWIRE.

Hotel Mansions (First Floor), opposite the Hongkong Hotel;

Agents, CHINA NAVIGATION CO., LD.

SHIPPING IN PORT.

STEAM RRS. ACARA, British str., 3,174, A. Smith, 23rd November-New York 29th Sept., Case Oil, -Standard Oil Co. ANDALUSIA, German str., 3,477, Hause, 23rd

November -- Hamburg and : ingapore 14th Nov., General.—Hamburg-Amerika Linie. ATHENIAN, British str., 3,853, A. O. Cooper, 13th Nov.—Vancouver 16th Oct., General. --C. P. R. Co.

BINH THUAN, French str., 984, G. Roulet, 19th Nov.—Bangkok 9th Nov., Rice and Timber.-Bradley & Co. BORNEO, German str., 1,344, A. Denker, 18th

October-Sandakan 13th October, Timber. -Melchers & Co. CARDIGANSHIRE, British str., 2,682, W. T. Hall, 24th Nov.-London and Singapore 14th Nov., General .- : hewan, Tomes & Co. CHIYUEN, Chinese str., 1,177, C. Stewart, 24th November -Shanghai 21st Nov., General.-

DAKOTAH, British str., 2 300, Ross, 4th Nov. -San Francisco and Shanghai 1st November, General .- Standard Oil Co.

DAPHNE, German str., 1,254, Schipper, 26th November-Chefoo 21st Nov., General-Hamburg. A merika Linie. DERWENT, British str., 1,565, J. Jenkins, 23rd November-Baigon 17th Nov., General,-

Chinese. Donic, British str., 4,975, Harry Gaukroger, Manila 19th Nov., Mails and General.-O. & O. S. S. Co.

DRUFAR, Norwegian str., 1 1/2, J. Bing, 22nd November -- Saigon 16th November, Rice. --Asguard, Thoreson & Co. EMPRESS OF JAPAN, British str., 3,039, H. I. F. CHAPMAN. American ship, 2,013, R. Pybus. 18th Nov .- Vancouver 30th Oct., Mails and General.-C. P. R. Co.

GREGORY APCAR, British str., 2,961, S. H. Belson, 19th Nov.—Calcutta 4th Nov., General.—David Sassoon & Co. HANGCHOW, British str., 997, Mawley, 25th November—Chinkiang 20th Nov., General

-Butterfield & Swire. HEIMDAL, Norwegian str., 762, Johnson, 16th November - Bangkok 3rd November, Rice. -Asgaard, Thoresen & Co. HINSANG, British str., 1,536, W. J. Davies,

19th Nov. - Weihaiwei 14th Nov., General. —Jardine, Matheson & Co. Hongkong, French steamer, 731, E. Coreil, 1! th Nov .- Haiphong and Hoihow 14th Nov., General .-- A. R Marty. INDEAUELLI, British str., 3,767, S. Cullington,

20th Nov.-Manila 16th November.-Gibb. Livingston & Co. J. B. Aug. KESSLER, Dutch str., 2,500, Vanderbaesen, 26th Nov.-Singapore 16th Nov., Oil. - Meyer & Co. Kickland, British str., 1,226, Miller, 24th

November-Shanghai 21st Nov., General, -Butterfield & Swire. Kohsichang, German str., 1,173, C. Rosiefsky, 16th Nov.-Bangkok 6th Nov., Rice.-Butterfield & Swire.

Kowtoon, German str., 2,324, H. Stehr, 24th Nov.-Anghin (Bangkok) 15th Nov., Rice | inst., and is expected here on the 29th inst. and General.—Siemssen & Co. LARRIES, British str., 1,34°, J. B. Jackson, 22nd November-Saigon 16th Nov., General. -

LINDRAT SCHEIFF, German str., 1,012, H. 26th Nov. for this port, and is due to arrive here Grundt, 10th Nov.—Moji 4th Nov., Coal.— Siemssen & Co. LOONGSANG, British str., 1.092, A. G. Smith, this port on the 21st Nov., and may be expected 26th Nov .- Manila 23rd Nov., General .- | here on or about the 2nd Dec.

Jardine, Matheson & Co. LOYAL, German str., 1,237, Fr. Natzins, 21st General.—Sander Wieler & Co. November-Bangkok 11th Nov., Bice and

Wood.-Butter field & Swire. MERCEDES, Brilish str., 2,300, J. S McGregor, 1st Nov - Weihaiwei via Swatow 25th Oct., Coal and Naval Stores -- Admiralty. MINNESOTA, Amr. str., 13,32 . Chas. Austin,

19th Nov .- Seattle and ports 17th Oct., General.-Nippon Yusen Kaishai. MONTEAGLE, British str., 3,953, S. Robinson, 14th Sept .- Vancouver 20th Aug., Flour, Lead and General. -C. P. R. Co.

NEBITE, British str., 350, Carrick 24th Nov. -Shanghai 21st Nov., Ballast.-Arnhold, Ka berg & Co. NORD, Norwegian str., 730, G. Haraldsen, 23rd November-Iloilo 17th Nov., Sngar and Sandalwood.—Asgaard, Thoresen & Co.

PAKLAT, German str., 1,100, H. Demes, 18th Nov.-Bangkok and Swatow 17th Nov. Rice and Teakwood.—Norddentscher Lloyd. PRINZ WALDEMAN, German str., 1,736, C Woltemas, 18th Sept.-Kobe 12th Sept., General.—Melobers & Co.

Quinta, German str., 987, F. Frahm, 23rd November-Sourabaya 13th Nov., Sugar.-Siemssen & Co. RAGNAB, Norw. str., 1,220, H. G. Nielsen, 2nd

Nov.—Rajang (Borneo) 26th Oct., Timber.

-Anguard, Thoreson & Co. RAJABURI, German str., 1,904, O. Koch, 25th November - Bangkok 13th Nov., Rice and Wood .- Butle field & Swire. Ras Dara, British str., 2,495, M. Cambridge,

18th Nov.-Moji 12th Nov., Coal.-Dod. well & Co. Shoshu Maru, Japanese str., 1,611, M. Nemoto, 25th Nov.-Shanghai, Foochow, Amoy and Swa'ow 24th Nov., General .- Osaka

Shosen Kaisha. Signal, German str., 900, G. Schlaikier, 20th November-Bangkok 12th Nov. Rice.-Jebsen & Co.

Sonsogon, American str., 428, Vitteria, 7th Sept.—Manila 4th Sept., Ballast.—Order, SOUDAN, British str., 4,207, S. de B. Lockyer; R.N.R., 19th Nov.-Taku 13th November, -Admiralty. Suisano, British str., 1,776, T. A. Mitchell,

24th Nov .- Calcutta and Straits 5th Nov .. General.—Jardine, Matheson & Co. l'amba Mabu, Japaneso str., 3,8 3, C.O.A. Butler, 26th Nov. -Sh nghai 23rd Nov., General.--Nippon Yusen Kaisha.

THOLMA, Norwegian str., 1,188, F. Joger, 8th Nov.—Samarang 25th Oct., General.— Sander, Wieler & Co. BAILING VESSELS.

21st Nov. - San Francisco 20th Oct. and Annow, British 4-masted barane, 2.970. D. Mc. Donnell, 14th Nov.-New York 20th June, Case Oil.—Standard Oil Co. Eskasoni. British ship, 1.670, W. McBurnie, 12th Oct. -- Manila 13th Sept., Ballast .--Dodwell & Co.

Banfield, 25th August -- Manila 15th Aug., Ballast .- Arnhold, Karberg & Co. IVY, American ship, 1,181, F. O. Stetson, 25th. November-Shanghai 28th Oct., Ballast,-

PRINCE GEORGE, barkentine, 472, A. R. Anderson, 18th Oct.-Manila 26th September. Old Iron.—Order.

## VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. str. Delhi left Singapore for this port on the 24th inst. at 3 p.m., and is due here. on the 29th inst. at noon,

THE GERMAN MAIL. The J.G.M. str. Buelow left Kohe via Nagasaki and Shangbai on Sunday afternoon, the 25th Nov, and may be expected here on or about the 3rd Dec., p.m.

The I.G.M. str. Prinz Eitel Friedrich left Colombo on Saturday, the 24th Nov., p.m., and may be exp cted here on or about the 5th Dec. MERCHANT STRAMBER

The G. N. str. Minnesota sailed from Kobe on Sunday, the 11th inst. at 10 p.m. The N.Y.K. str. Kanagawa Maru (Enropeun Line) left Singapore for this port on the 23rd The N.Y.K. str. Bombay Maru (Bombay Line) 1-ft Singapore for this port on the 23rd inst. and is expected here on the 30th inst.

The British str. Zoroaster left Moji on the on or about the 1st Dec. The J. C.-J. Lija str. Tjibodas left Kobe for

The Indo-China str. Nameang left Calcutta for this port via the Straits on the 22nd Nov ... November -Bangkok 9th Nov., Rice and and may be expected here on or about 8th Dec. The LO M. Australian Line str. Sandakan MACHEW, German str., 996. R. Tollner, 19th left Sydney on Friday, the 23rd Nov., p.m., and may be expected here on or about the 16th Dec. The Boston Tow Boat Co.'s str. Lyra sailed from Puget Sound on the 22nd Nov.

The sir. Satsuma sailed from New York on the 20th Sept. The str. Wray Castle sailed from New York on the 4th Oct.

The P.M. str. Algoa sailed from San Francisco for Hongkong on the 20th Oct. The str. Ras Bera left New York on the 23rd Oct., and is due here on or about the middle of

December. The Mogul Line str. Sikh sailed from Liverpool on the 31st Oct.

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Roal & Mr. AH YAU'S FERRY WHARF STALL. Hougkong, 22nd Pecember, 1903,

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